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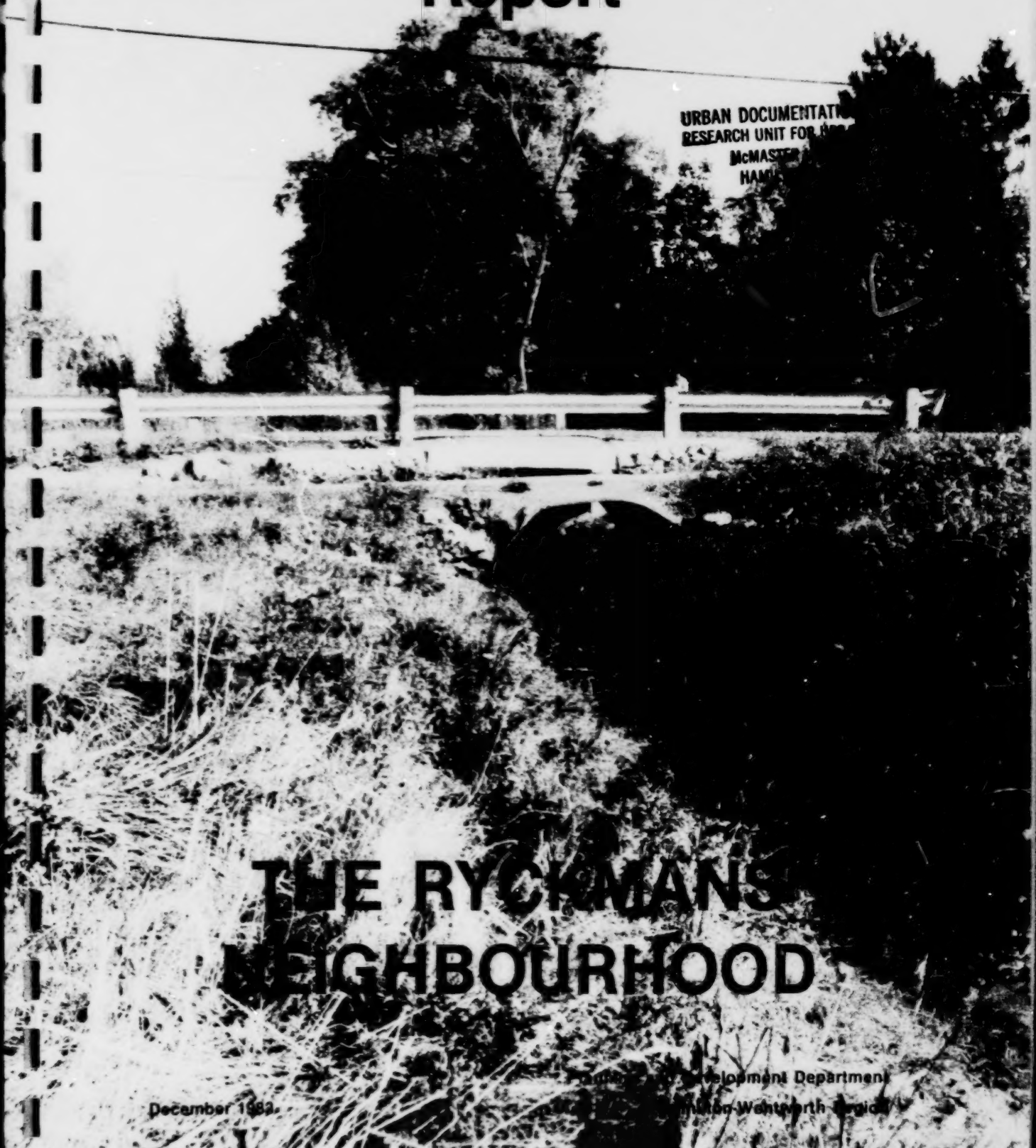
Background Information Report



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THE RYCKMANS NEIGHBOURHOOD

Planning and Development Department

December 1983

Hamilton-Wentworth Region

BACKGROUND INFORMATION
FOR THE
RYCKMANS NEIGHBOURHOOD PLAN

CITY OF HAMILTON

URBAN DOCUMENTATION CENTRE
RESEARCH UNIT FOR URBAN STUDIES
McMASTER UNIVERSITY
HAMILTON, ONTARIO

PREPARED BY

THE REGIONAL MUNICIPALITY OF
HAMILTON-WENTWORTH
PLANNING AND DEVELOPMENT DEPARTMENT

December 1983
WP0556P

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TABLE OF CONTENTS

		Page
a	PREFACE	v
1.	INTRODUCTION	
1.1	Neighbourhood Planning	1
1.2	The Background Report	5
1.3	Ryckmans Neighbourhood	5
2.	LAND USE	
2.1	Introduction	7
2.2	Agricultural	8
2.3	Residential	9
2.4	Open Space	11
2.5	Commercial	15
2.6	Association Offices	17
2.7	Industrial, Warehousing and Institutional	17
3.	PHYSICAL CHARACTERISTICS	
3.1	Climate	19
3.2	Topography	19
3.3	Land Drainage	19
3.4	Soils.	20
3.5	Vegetation	20
3.6	Other Natural Resources and Environmentally Significant Areas	20
3.7	Heritage Resources	20
4.	DESIGNING FOR NEIGHBOURHOOD ENERGY EFFICIENCY	
4.1	Background	21
4.2	Methodology	22
4.2.1	Ecochart	22
4.2.2	Slope Orientation and Gradient	24
4.2.3	Determination of Preferred Land Uses	29
4.2.4	Determination of Street Alignment	29
4.2.5	Determination of Opportunities in Space Heating	34
4.3	Summary	36

		Page
5.	ENVIRONMENTAL DATA	
5.1	Population	37
5.2	Noise	38
5.3	Sanitary Landfills and Garbage Dumps	38
5.4	Air Quality	38
6.	INFRASTRUCTURE	
6.1	Water Supply	39
6.2	Sanitary Sewers	40
6.3	Roads	41
6.4	Transit	42
6.5	Other Utilities	42
6.6	Schools	42
7.	PLANNING INFORMATION	
7.1	Hamilton-Wentworth Official Plan	44
7.2	City of Hamilton Official Plan	44
7.2.1	Residential	45
7.2.2	Commercial	45
7.2.3	Major Institutional	46
7.2.4	Open Space	46
7.3	Zoning By-law No. 6593	46
7.4	Ryckmans Multicentre	47
7.5	Development Proposals	49
7.6	Planning Studies	50
8.	SUMMARY	
8.1	Neighbourhood Features	51
8.2	Constraints	51
8.2.1	Introduction	51
8.2.2	Residential Area	51
8.2.3	Commercial Areas	52
8.2.4	Barton Community Centre and Park	52
8.2.5	Olmstead Indian Village	53
8.2.6	Planning Decisions	53
8.2.7	Servicing	53
8.2.8	City of Hamilton Cemetery	53
8.2.9	Transportation	55

8.3	Opportunities		55
	8.3.1	Introduction	55
	8.3.2	Residential	55
	8.3.3	Commercial	56
	8.3.4	Industrial	56
	8.3.5	Barton Community Centre and Park	56
	8.3.6	Olmstead Indian Village	57
	8.3.7	City of Hamilton Cemetery	57
	8.3.8	Vegetation	57
	8.3.9	Transportation	57
8.4	Future Planning Stages		59

LIST OF FIGURES

Figure	Title	Page
1.	City of Hamilton Neighbourhood Planning Process in Undeveloped Neighbourhoods	2
2.	The "Jigsaw" Concept	3
3.	Land Use Planning Hierarchy	4
4.	Location Map	6
5.	Land Use Distribution by Type	7
6.	Land Use Distribution by Area and Percentage	8
7.	Farm Property	9
8.	Housing on Rymal Road	10
9.	A House on Stone Church Road	10
10.	Housing along the Raised Portion of Upper James Street	11
11.	Barton Community Park Swimming Pool	12
12.	Barton Community Park Wading Pool	12
13.	Barton Community Centre	13
14.	Barton Community Park Viewed from the Southwest	13
15.	City of Hamilton Property	14
16.	Roman Catholic Episcopal Corporation	15

Figure	Title	Page
17.	Commercial Properties in the Ryckmans Neighbourhood	16
18.	Nethercott Chevrolet-Oldsmobile	16
19.	Runway Tavern, Skyline Trailers	17
20.	Ryckmans Neighbourhood Land Use	18
21.	Land Drainage	19
22.	Ecochart	23
23.	Contour Map	25
24.	Countour Map with Base Grid Superimposed	26
25.	Slope Gradient Description	27
26.	Slope Orientation Description	28
27	Cells with Street Alignment	30
28.	Land Use Slope and Gradient Matrix I, Matrix II	31
29.	Prefered Land Use Matrix	32
30.	Building Shadows and Street Alignments	33
31.	Categories of Space Heating	35
32.	Space Heating Mode Matrix	35
33.	Population by Age Distribution in Ryckmans Neighbourhood and the City of Hamilton	37
34.	Water Supply in the Ryckmans Neighbourhood	39
35.	Sanitary and Storm Sewers in the Ryckmans Neighbourhood	40
36.	Arterial Roads 24-Hour Average Weekday Traffic	41
37.	Public and Separate Schools in the Ryckmans Neighbourhood	43

Figure	Title	Page
38.	Official Plan Designations for Ryckmans and Surrounding Neighbourhoods	44
39.	Ryckmans Neighbourhood Zoning	48
40.	Ryckmans Multicentre	49
41.	Constraints	54
42.	Opportunities	58

a Preface

This Background Report is the first stage in the preparation of a Neighbourhood Plan for the Ryckmans neighbourhood. The information presented in this report is based on a field survey, assessment data and additional information available at the Hamilton-Wentworth Planning and Development Department. The report will be circulated to City and Regional Departments for their comments. Based on their responses and on the opportunities and constraints which have been identified in the report, staff will proceed to formulate planning goals and objectives and a draft neighbourhood plan for the Ryckmans neighbourhood.

The final plan will be implemented through a combination of Official Plan and Zoning By-law amendments and Site Plan Controls as required. Completion of the plan will also permit installation of public and private utilities and infrastructure.

The Ryckmans Neighbourhood Plan, together with amendments to the Hamilton Official Plan, represents Stage III of the City's Energy Planning Project Design Criteria for Energy Efficient Neighbourhood Planning. Ryckmans will be the first neighbourhood to incorporate these design criteria in its planning.

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1. INTRODUCTION

1.1 Neighbourhood Planning

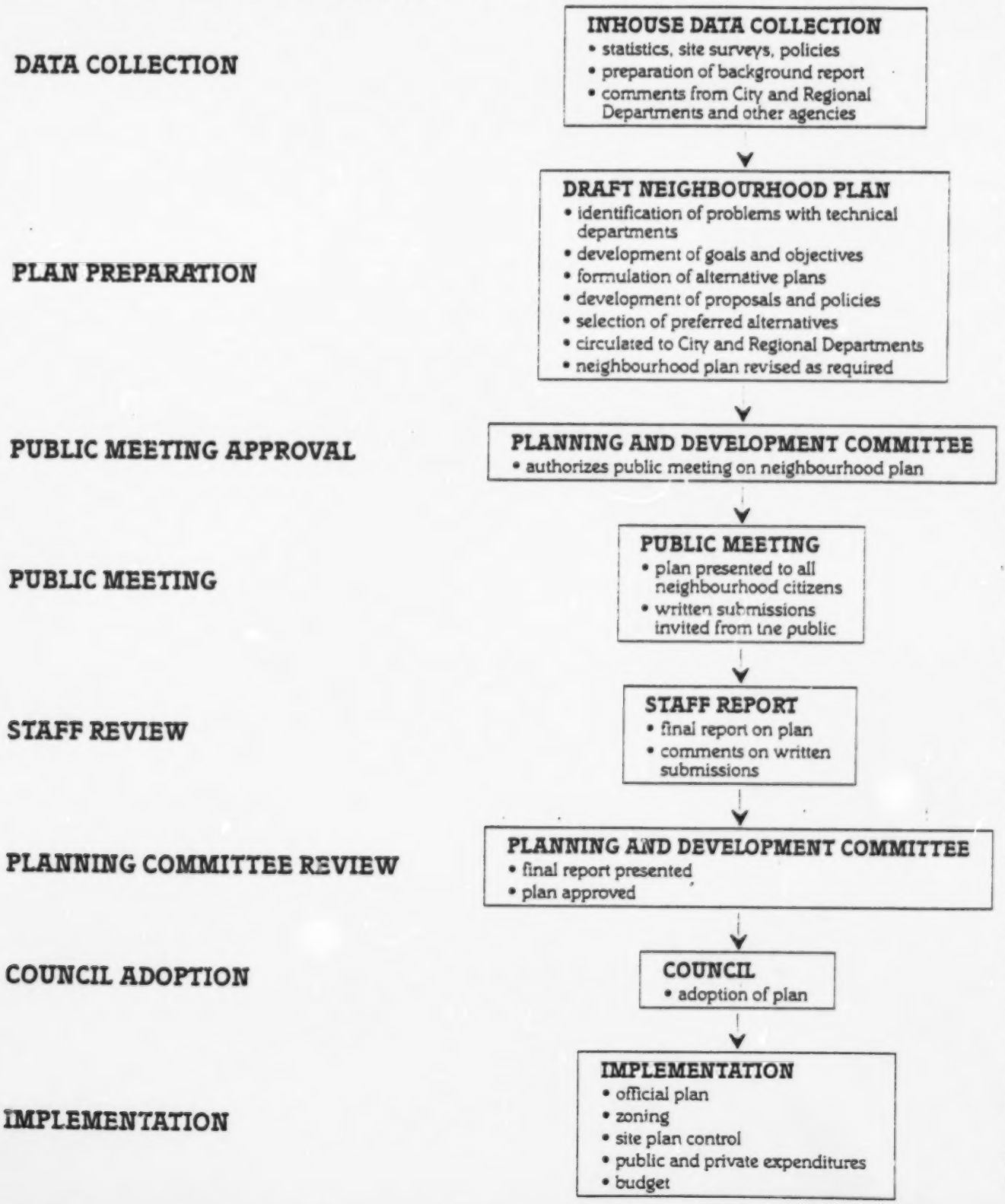
The City of Hamilton Official Plan sets out guidelines for the location of major land uses, population densities, parkland areas, roads and other services. These guidelines serve as the framework for the City's neighbourhood planning program.

To provide a geographical basis for detailed land use planning, Hamilton has been organized into 137 neighbourhoods. Each neighbourhood is defined by major roads, railways, landforms, and the municipal boundary and is approximately 80 hectares (200 acres) in area.

A neighbourhood plan specifying future land uses and internal road layouts is prepared to guide public and private development in order to achieve a desirable neighbourhood environment. Since these plans are approved by City Council and not by other levels of government, a measure of flexibility is maintained. The neighbourhood planning process is shown in flow chart form in Figure 1.

FIGURE 1

CITY OF HAMILTON
NEIGHBOURHOOD PLANNING PROCESS IN UNDEVELOPED NEIGHBOURHOODS

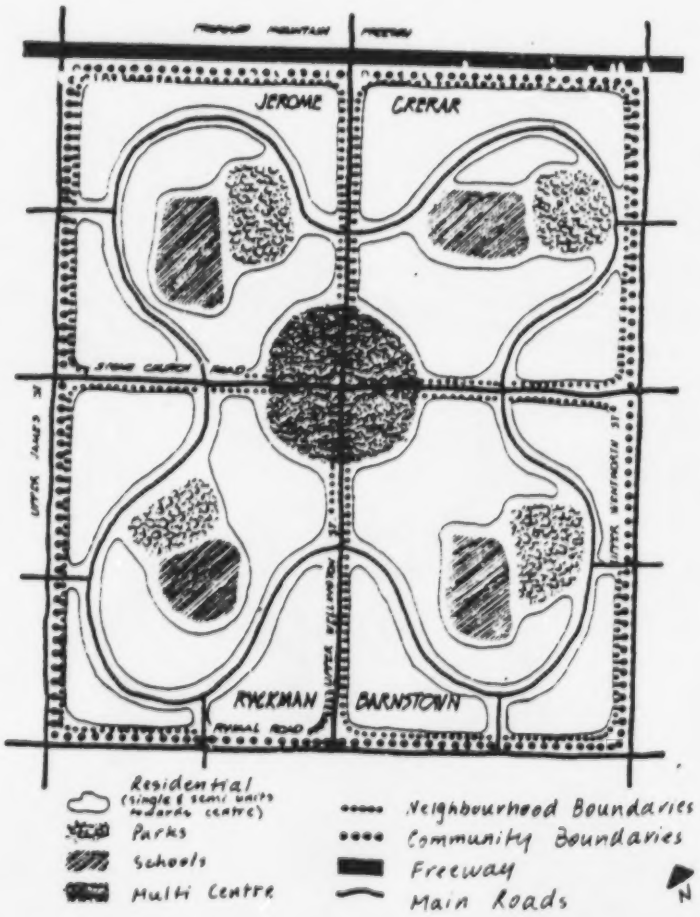

DATA COLLECTION
INHOUSE DATA COLLECTION
• statistics, site surveys, policies
• preparation of background report
• comments from City and Regional Departments and other agencies
PLAN PREPARATION
DRAFT NEIGHBOURHOOD PLAN
• identification of problems with technical departments
• development of goals and objectives
• formulation of alternative plans
• development of proposals and policies
• selection of preferred alternatives
• circulated to City and Regional Departments
• neighbourhood plan revised as required
PUBLIC MEETING APPROVAL
PLANNING AND DEVELOPMENT COMMITTEE
• authorizes public meeting on neighbourhood plan
PUBLIC MEETING
PUBLIC MEETING
• plan presented to all neighbourhood citizens
• written submissions invited from the public
STAFF REVIEW
STAFF REPORT
• final report on plan
• comments on written submissions
PLANNING COMMITTEE REVIEW
PLANNING AND DEVELOPMENT COMMITTEE
• final report presented
• plan approved
COUNCIL ADOPTION
COUNCIL
• adoption of plan
IMPLEMENTATION
IMPLEMENTATION
• official plan
• zoning
• site plan control
• public and private expenditures
• budget

In terms of everyday living, each neighbourhood is intended to be relatively self-contained and is usually organized around an elementary school. Medium-to-low density residential uses are clustered around the school in the neighbourhood's interior. Multiple residential and other higher intensity uses such as commercial and institutional uses are located around the neighbourhood periphery near major roads and transit.

Vehicular circulation in neighbourhoods is based on the "jigsaw" concept as shown in Figure 2. This road pattern provides accessibility to neighbourhoods without encouraging through traffic.

FIGURE 2

THE "JIGSAW" CONCEPT

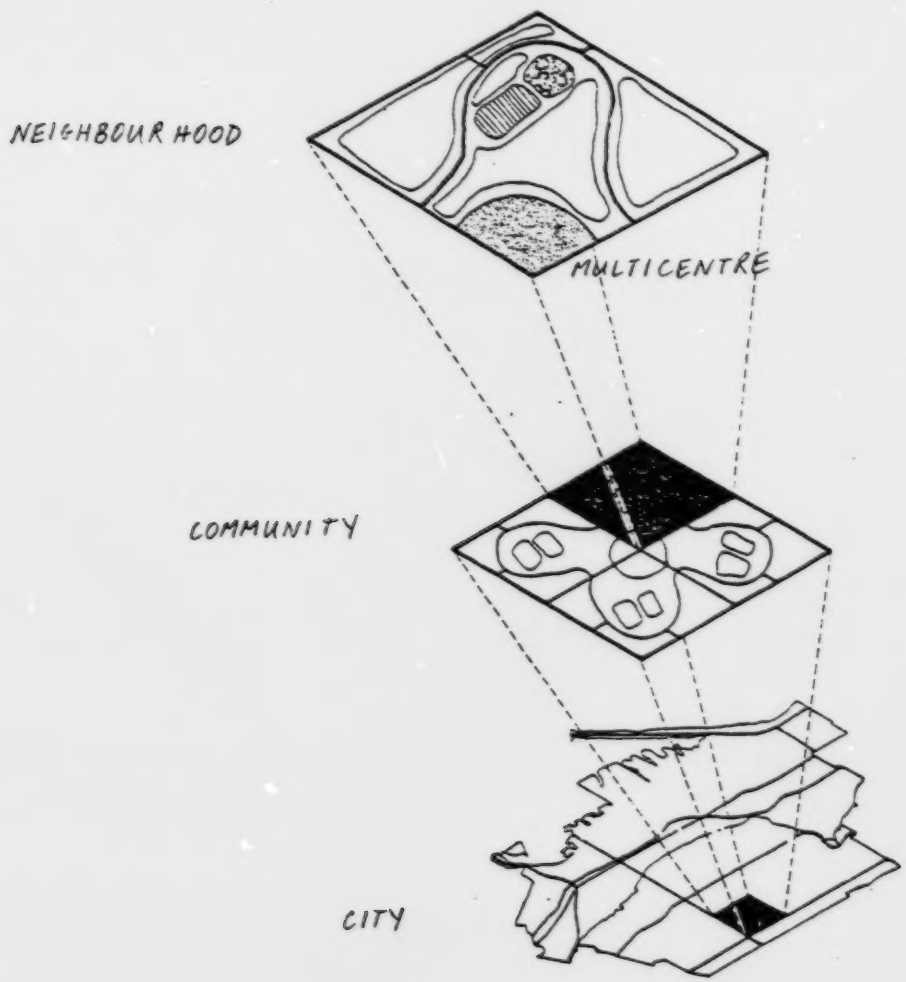


Source: Hamilton-Wentworth Region Planning Department

As shown in Figure 3, groups of four neighbourhoods are planned as communities. At the centre of each community is a multicentre where commercial, recreational, institutional and medium-density residential uses are located.

FIGURE 3

LAND USE PLANNING HIERARCHY



Source: Hamilton-Wentworth Region Planning Department

1.2 The Background Report

This Background Report is the first step in the neighbourhood planning process for the Ryckmans neighbourhood. The information presented in the Background Report will serve as a foundation for drafting the neighbourhood plan.

The Background Report begins with an inventory and analysis of existing land uses such as residential, agricultural, open space and commercial. The report continues with a discussion of physical characteristics including climate, topography, soils and drainage. Design criteria for energy efficiency are presented next. Following this is a discussion of tranportation and engineering services, both existing and proposed. A description of existing land use controls and recent development proposals and planning studies is presented next.

The report concludes with a discussion of planning constraints and opportunities which emerged from the analysis of neighbourhood features.

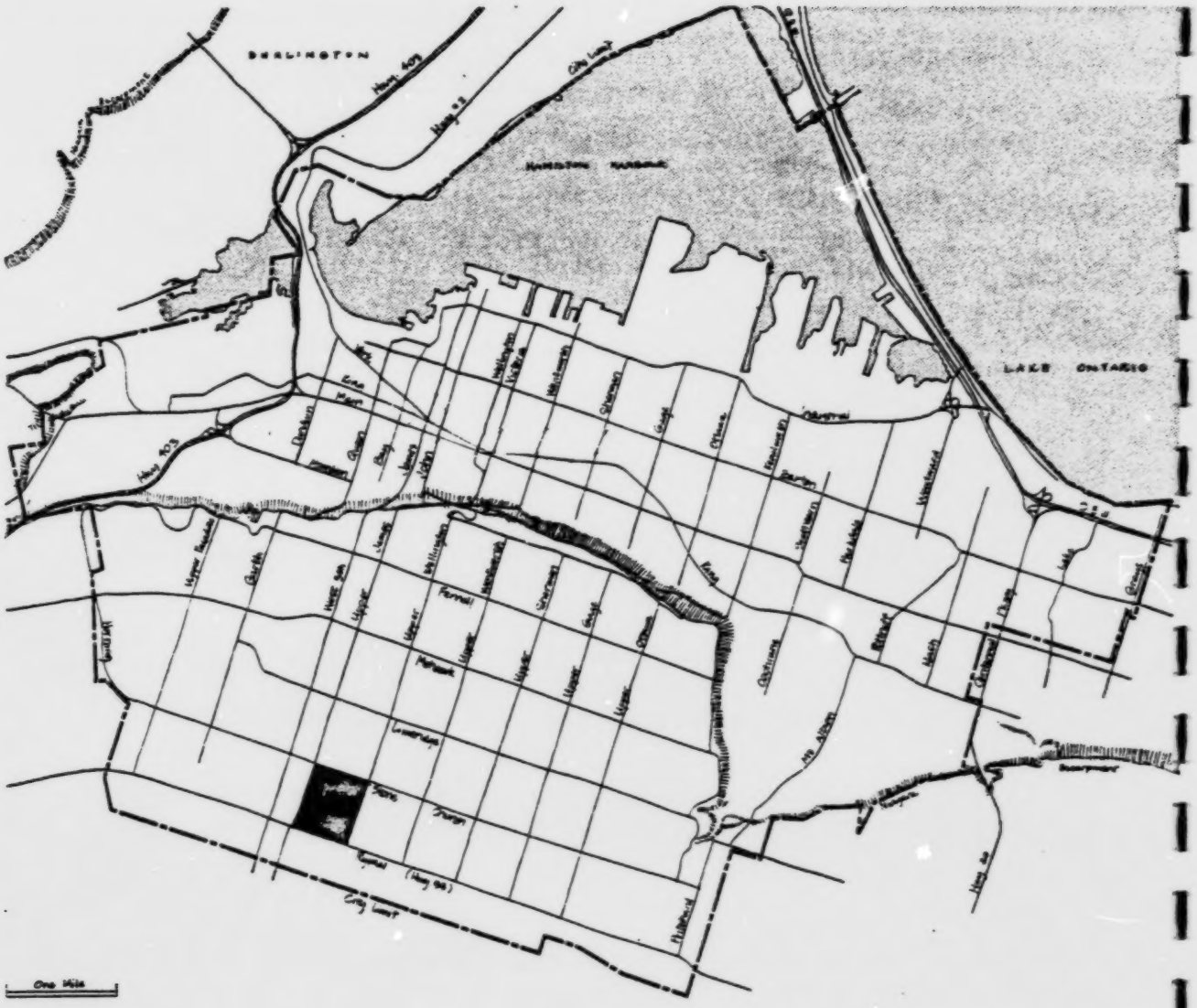
1.3 Ryckmans Neighbourhood

Ryckmans neighbourhood is located in the south-central area of the City and is bounded by Upper James Street, Stone Church Road, Upper Wellington Street and Rymal Road. Figure 4 shows the location of Ryckmans neighbourhood.

The neighbourhood is rectangular in shape and approximately 79 hectares or 195 acres in area. Along Upper James Street, a mixture of highway commercial and single-family residential uses has developed on deep, narrow lots. Portions of Stone Church and Rymal Roads have also been developed for residential use on large lots. The eastern half of the neighbourhood is mainly undeveloped open space and agricultural land, with the exception of a few single-family residences.

FIGURE 4

LOCATION MAP


BURLINGTON
Hwy 403
Hwy 2
City Limit
HAMILTON HARBOUR
LAKE ONTARIO
Hwy 403
Erie
Main
Dundurn
Queen
Bay
James
John
Hughson
Wellington
Victoria
Wentworth
Sherman
Gage
Ottawa
Kenilworth
Parkdale
Wentworth
Upper Sherman
Upper Gage
Upper Ottawa
Upper Kenilworth
Upper Paradise
Upper Wentworth
Upper James
Upper John
Upper Queen
Upper Dundurn
Upper Victoria
Upper Wellington
Upper Hughson
Upper Erie
Upper Main
Upper Bay

2. LAND USE

2.1 Introduction

This section of the Background Report introduces Ryckmans neighbourhood's land uses by type, area and percentage of neighbourhood area. A detailed analysis of each land use type follows.

The predominant land use in the Ryckmans neighbourhood in terms of land area is agriculture. Approximately 30.4 hectares (75.1 acres) or 38.5 per cent of the total land area is in agricultural use. The second largest land use is residential with 21.6 hectares (53.5 acres) and 27.3 per cent of the total land area. Open space, including public open space, cemeteries, and undeveloped or vacant lands, accounts for 21 per cent of the land area with 16.6 hectares (40.9 acres). See Figure 5.

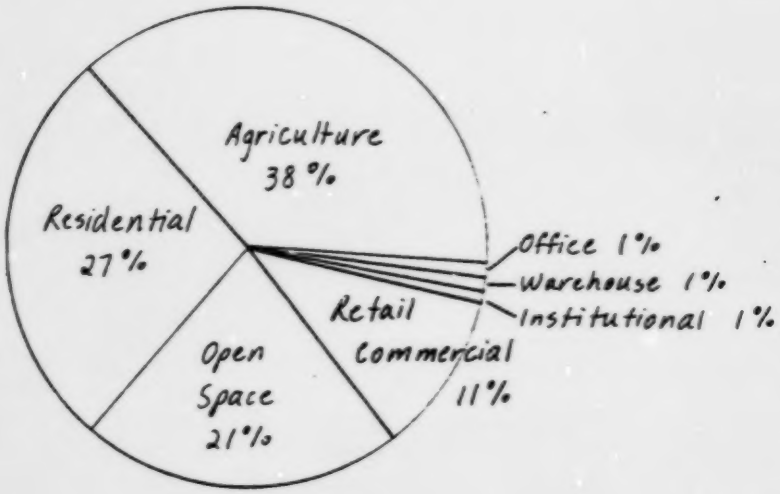
Retail commercial uses on six separate properties occupy 8.3 hectares (20.5 acres) or 7.5 per cent of the total land area.

The Knights of Columbus property is 0.8 hectares or 1.9 acres in size and is classed as an association office. One property in the neighbourhood is classified as storage and warehousing. This site is 0.8 hectares (1.9 acres) in area. These two categories each account for about one per cent of the neighbourhood's land area.

The Barton Community Centre is the only property classified as institutional. The Community Centre site is 0.5 hectares (1.3 acres) in size and approximately 0.7 per cent of the total area.

FIGURE 5

LAND USE DISTRIBUTION BY TYPE



Source: Hamilton-Wentworth Planning Department, 1981.

FIGURE 6

LAND USE DISTRIBUTION BY AREA AND PERCENTAGE

Land Use	Number of Properties	Area (acres)	Area (hectares)	% of Total Area
1. RESIDENTIAL				
Single Family Detached	48	47.47	19.2	24.3
Duplex Conversions	2	5.98	2.4	3.0
Total Residential	50	53.45	21.6	27.3
2. OPEN SPACE				
Public Open Space	1	12.0	4.9	6.2
Cemeteries	1	0.04	0.02	0.02
Other Open Space	9	28.81	11.7	14.8
Total Open Space	11	40.85	16.62	21.0
3. EXTRACTIVE				
Field Crop Lands	1	75.1	30.4	38.5
4. INSTITUTIONAL				
Recreation Clubs and Community Centres	1	1.33	0.5	0.7
5. OFFICE				
Association Offices	1	1.94	0.8	1.0
6. STORAGE AND WAREHOUSING				
Warehousing	1	1.93	0.8	1.0
7. RETAIL PRODUCTS AND SERVICES				
Retail Stores	1	2.51	1.0	1.3
Restaurants, Taverns and Public Houses	1	3.69	1.5	1.9
New and Used Car Lots	3	5.7	2.3	2.9
Gas and Service Stations	1	0.46	0.2	0.2
Recreation Services in Enclosed Buildings	1	8.12	3.3	4.2
Total Retail	6	20.48	8.3	10.5
TOTAL	72	195.08	79	100

Source: Hamilton-Wentworth Region Planning Department

2.2 Agricultural

The agricultural area in the Ryckmans neighbourhood is a single property 30.4 hectares (75.1 acres) in area located in the western half of the neighbourhood. In 1983, field crops including corn and barley were grown on this property. Although the original farm homestead and barns have been removed, an abandoned silo remains. Several small

streams traverse the farm property. The low-lying lands along these streams have become overgrown with scrub and trees. See Figure 7.

FIGURE 7

FARM PROPERTY

2.3 Residential

There are fifty residential properties in Ryckmans neighbourhood. Forty-eight are assessed as single-family dwellings and two are duplex conversions. Many of the houses are one-and-one-half storey frame with brick veneer or aluminum siding. Two-storey and split level homes are also found in Ryckmans.

Since these homes depend on septic tanks and tile fields for sewage disposal, most of the residential lots are larger than lots which would be found in a serviced plan of subdivision. In Ryckmans, the lots range from 0.06 hectares (0.16 acres) to 1.6 hectares (4.0 acres) in size with an average area of approximately 0.4 hectares or 1 acre.

Most of the lots are rectangular, and many are long and narrow in shape. Residential lots along Upper James Street extend to the centre of the neighbourhood. In many cases, the interior or backyard areas are unused or underutilized, and have become overgrown with scrub or weeds.

Housing in the Ryckmans neighbourhood generally dates from the 1940 to 1960 period, although there are a few older and newer homes. While most of the homes in the neighbourhood are generally well-kept and in good condition, some are in

need of cosmetic or minor structural repair. From a structural viewpoint, there are apparently no marginal or unsafe dwellings in the neighbourhood.

Additions have been constructed onto several houses and many of the properties also contain garages and other utility buildings.

Throughout the neighbourhood, housing is fairly homogeneous in terms of age, condition, size, materials and appearance, as shown in Figures 8, 9, and 10.

FIGURE 8 HOUSING ON RYMAL ROAD

FIGURE 9 A HOUSE ON STONE CHURCH ROAD

As there are no internal roads in the Ryckmans neighbourhood, individual access onto the arterial roads is available from each residential property. Upper James Street has been elevated above the level of adjacent properties and driveways have been built up along all or part of their length, as shown in Figure 10.

FIGURE 10

HOUSING ALONG THE RAISED PORTION OF UPPER JAMES STREET

2.4 Open Space

Undeveloped open space in the Ryckmans neighbourhood occupies 16.6 hectares (40.9 acres) or 21 per cent of the total land area.

The Barton Community Park is the largest of eleven properties which are classified as open space. The park is located in the northwest portion of the neighbourhood and is 4.9 hectares (12.0 acres) in area. Access to the park is provided from Stone Church Road and from the rear of the Barton Community Centre parking lot. The park features two baseball diamonds, a children's playground, swimming and wading pools, and changerooms, washrooms and showers. See Figures 11 and 12.

Spacious grassed areas are found in the eastern and northern portions of the park. A border of mature trees along the park's eastern, northern and southern boundaries effectively screens the park from the adjacent lands and forms a very attractive natural border. See Figures 13 and 14.

FIGURES 11 & 12

BARTON COMMUNITY PARK

SWIMMING POOL

WADING POOL

FIGURES 13

BARTON COMMUNITY CENTRE

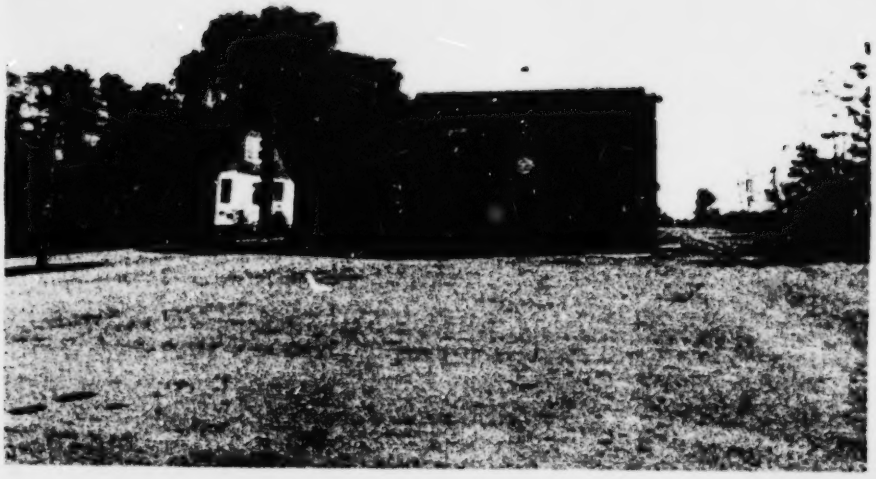
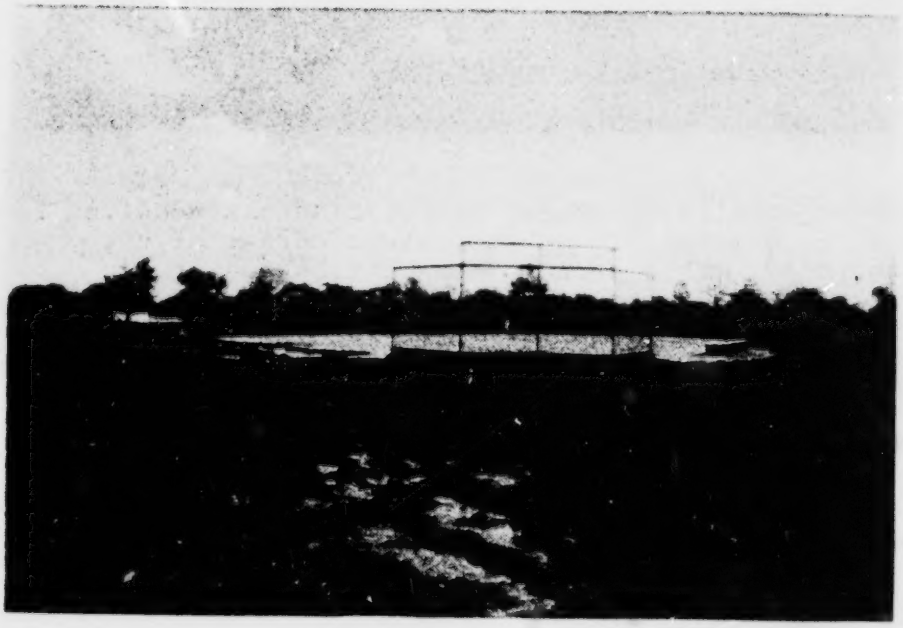


FIGURE 14

BARTON COMMUNITY PARK VIEWED FROM THE SOUTHWEST



The City of Hamilton and Hamilton Board of Education have acquired properties of 1.7 hectares (4.9 acres) and 2.4 hectares (6 acres) respectively in the northeast portion of the neighbourhood. These are interior parcels without frontage onto the arterial roads and will be developed simultaneously with neighbourhood development. The eastern boundary of these two properties is marked by an uneven row of trees as shown below in Figure 15.

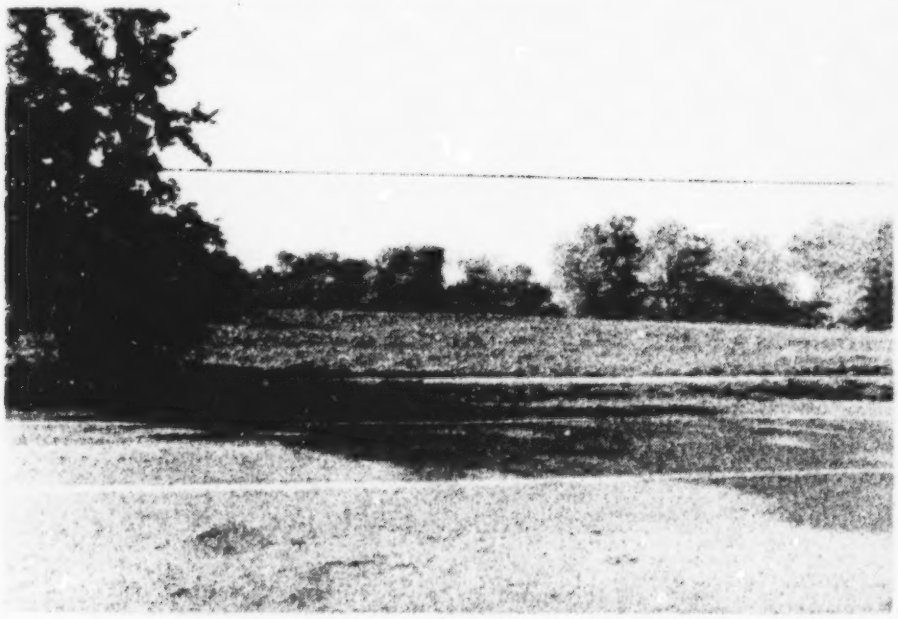
FIGURE 15

CITY OF HAMILTON PROPERTY

The Roman Catholic Episcopal Corporation has acquired 2.4 hectares (6.0 acres) in the northeast corner of the neighbourhood. This property has a frontage of approximately 190 metres (600 feet) on Stone Church Road East and 130 metres (430 feet) on Upper Wellington Street.

FIGURE 16

ROMAN CATHOLIC EPISCOPAL CORPORATION PROPERTY



A small cemetery containing approximately twenty graves is located in the west central area of the neighbourhood to the east of No. 1517 Upper James Street. This cemetery, together with a 4.5 metre (15 foot) wide access easement onto Upper James is owned and maintained by the City. The total land area of the cemetery and easement is 225 square metres or 2400 square feet. Although small and difficult to access, the cemetery is fenced and neatly landscaped.

In addition to these properties, six additional properties are classified as undeveloped open space. These lands are privately owned and range in size from 0.14 hectares to 3.6 hectares (0.35 to 8.9 acres).

2.5 Commercial

Commercial uses have located along the southern part of Upper James Street and the western part of Rymal Road East in the Ryckmans neighbourhood. Although there is a variety of commercial types, most are oriented toward automobile traffic along major roads and require large parking and storage areas. A description of commercial uses is presented in Figure 17.

FIGURE 17

COMMERCIAL PROPERTIES IN THE RYCKMANS NEIGHBOURHOOD

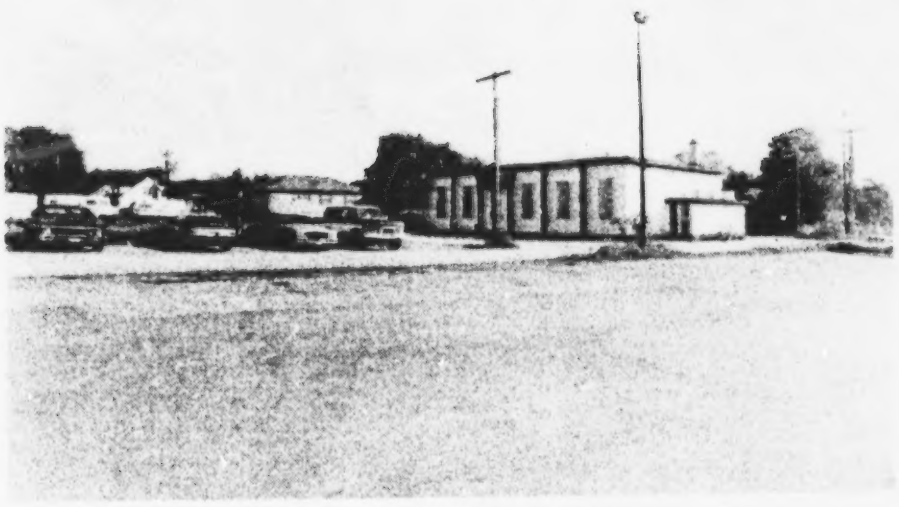
NAME	LOCATION	TYPE OF BUSINESS
Creighton's Service Centre	19 Rymal Road East	tires, batteries, accessories
Sorensen Pools	55 Rymal Road East	swimming pools and accessories
Mountain School of Welding	1495 Upper James Street	welding school
Styleline Trailers	1533 Upper James Street	recreational vehicle sales and service
Runway Tavern	1545 Upper James Street	tavern (vacant)
Upper James Bingo Palace	1565 Upper James Street	bingo parlour
Flea Market	1565 Upper James Street	flea market
Buns Master Bakery	1565 Upper James Street	bakery
Nethercott Chevrolet-Oldsmobile	1591 and 1599 Upper James Street	new and used car sales and service

FIGURE 18

NETHERCOTT CHEVROLET-OLDSMOBILE

FIGURE 19

RUNWAY TAVERN, SKYLINE TRAILERS



2.6 Association Offices

The Knights of Columbus Hall is one of the newer buildings in the Ryckmans neighbourhood and is located at 1527 Upper James Street. This property is 0.8 hectares (1.9 acres) in area.

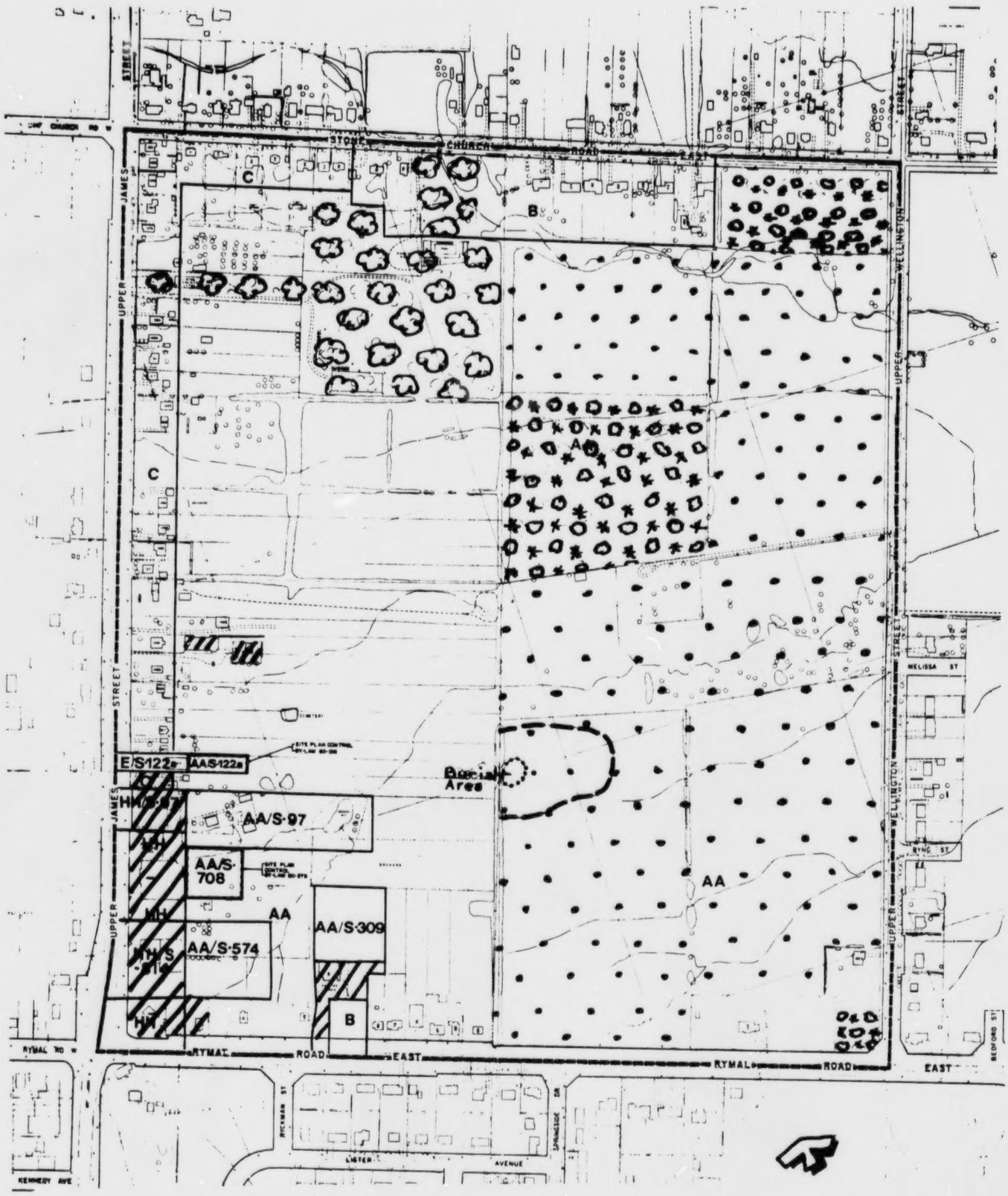
2.7 Industrial, Warehousing and Institutional

Only one property in Ryckmans is classified as warehousing. This site is 0.8 hectares (1.93 acres) in area and contains a small utility building which is used for construction equipment storage.

The Barton Community Centre is the only property in Ryckmans which is classified as institutional. The Community Centre is situated on 0.5 hectares (1.33 acres) of land located west of the Barton Community Park. The Centre is of brick construction and has an auditorium with capacity of 350 persons. Parking areas are located in the front and rear of the centre.

Although it is not an imposing or ornate structure, the community centre is a distinctive feature of the neighbourhood. The centre serves as a reminder of the Ryckmans area's former role as a focal point for the previously rural Barton Township.

There are no industrial land uses in the Ryckmans neighbourhood.



LEGEND

- Single and Double Residential
- Commercial
- Park and Recreational
- Open Space
- Agricultural
- Olmstead Indian Village

RYCKMANS NEIGHBOURHOOD LAND USE

Source: Hamilton-Wentworth Region Planning Department, 1983.

FIGURE 21

3. PHYSICAL CHARACTERISTICS

3.1 Climate

Hamilton experiences an annual mean daily temperature of 7.7 degrees C (45.9 degrees F) with a January mean daily temperature of -5.9 degrees C (21.3 degrees F) and a July mean daily temperature of 20.6 degrees C (69 degrees F).

Average rainfall is 66.9 centimetres (26.3 inches) and average snowfall is 127.5 centimetres (50.2 inches).

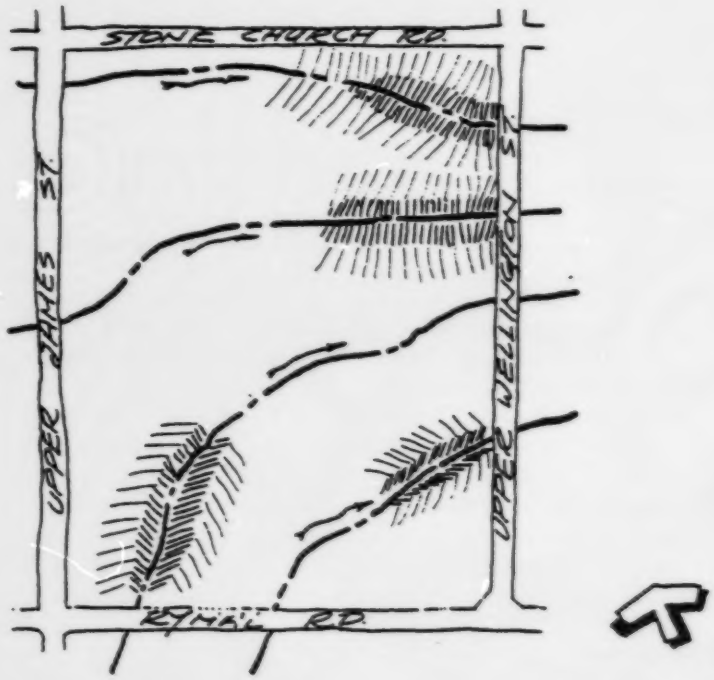
3.2 Topography

Lands in the Ryckmans neighbourhood may be described as gently rolling. The elevation of the land decreases by approximately 15 metres (50 feet) from west to east and by 10 metres (30 feet) from south to north.

3.3 Land Drainage

Ryckmans is located in the upstream areas of the Red Hill Creek system. Several small tributary streams traverse the neighbourhood in a west-to-east direction as shown on Figure 21. These streams have become incised to a depth of 2 to 3 metres (6 to 9 feet) in most locations. Stream banks generally are gradual in slope, although steep slopes are found along short stretches of streams in the northeast and southwest areas of the neighbourhood.

FIGURE 21 LAND DRAINAGE



Source: Hamilton-Wentworth Region Planning Department

3.4 Soils

Several different soil types are found in the Ryckmans neighbourhood. The most common soil types are silt-loams. Silt-clay loams are found in low-lying areas. The silt loam soils are considered to have good natural drainage, while drainage in areas of silt-clay loam soils is imperfect to poor. The soils generally have a high capability for agriculture as evidenced by the field crops presently being grown and by the former general farm and orchards.

3.5 Vegetation

Many hardwoods, including maple, red and white oak, ash and hawthorne have been planted as farm field borders or as ornamental trees throughout the residential area. Cedar, spruce, willow and crabapple trees are also common. Old fruit trees, once part of orchards, are found in the northwest portion of the neighbourhood.

Large areas of scrub lands are found in the neighbourhood's interior. Dogwood, wild grapes, wild raspberries and wild roses have grown in these areas.

In 1983, field crops included corn and barley. Cattails and other marsh plants are found in some of the low lying areas.

3.6 Other Natural Resources and Environmentally Significant Areas

There are no licenced pits or quarries in Ryckmans. No mineral or fossil fuel deposits have been identified. The neighbourhood is not considered environmentally significant for plants or wildlife.

3.7 Heritage Resources

Available inventories of historical buildings in Hamilton include no structures within the Ryckman's neighbourhood.

The Ontario Ministry of Citizenship and Culture, Heritage Branch, has advised that an extremely important prehistorical archaeological site, the Olmstead village, is located within the Ryckmans neighbourhood as shown on Figure 41. This Neutral Indian village dates from approximately 1300 A.D. and contains several native graves which constitute a cemetery under the Cemeteries Act. The Ministry suggested that licenced archaeological sites in Hamilton, including this site, would be of interest in archaeological resource management.

4. DESIGNING FOR NEIGHBOURHOOD ENERGY EFFICIENCY

4.1 Background

In Hamilton, as in other Canadian cities, transportation is the area of highest energy consumption. Although planning solutions including innovative land use rearrangements were explored, planning staff concluded that there was little hope for implementation in the short term. Next to transportation, space heating is our highest area of energy consumption and the area most suitable for the planner's immediate attention.

Any building designed for human occupancy must maintain its internal environment within the human comfort zone regardless of the season. Traditionally, a variety of energy sources including coal, oil, natural gas and electricity has been used to compensate for natural heat loss and heat gain. In order to reduce our consumption of these energy forms, a combination of the following measures is required:

i) Heat generated inside the house (e.g. body heat, heat from cooking and cleaning) must be captured, stored and released as required.

ii) Solar energy must be captured, stored and released as required.

iii) Houses must be shielded from undesirable or extreme weather conditions.

While the first two categories pose challenges to architects and builders, the third category, location, is within the urban planner's sphere of influence.

The term location here refers to the local weather pattern, local topography, and local natural and man-made features such as trees and buildings. Reduction of our dependency on traditional energy sources requires an understanding of all three of these factors.

Having identified a potential role for land use planning in energy conservation, the Hamilton Planning Department, with assistance from the Ontario Ministry of Municipal Affairs and Housing and the Ontario Ministry of Energy, initiated an energy and urban design research study. The 1978 report Energy Considerations in Urban and Regional Planning, prepared by the Local Planning Division, helped to stimulate energy awareness in the community. In 1981, the City published Planning for Low Density Development - A Solar Approach, which established basic subdivision design parameters.

Design Criteria for Energy Efficient Neighbourhood Planning is an ambitious three-stage energy project which was undertaken in direct response to the lack of and need for actual implementation of energy conservation measures in land use planning. At the outset of this study, the more obvious measures for energy conservation such as increased insulation, lower thermostat settings and reduced speed limits were becoming exhausted. As overall energy costs continued to increase, the need for longer-term energy planning strategies providing even greater energy savings became increasingly apparent.

Design Criteria for Energy Efficient Neighbourhood Planning - Stage I was published in September, 1982. Stage I defined the need for and developed a detailed set of appropriate policies and design criteria for use in the neighbourhood planning process. The report considered local weather conditions and topography and the spatial relationships between natural and man-made environments. Also included in this stage was an inventory and analysis of energy conservation strategies from several North American locations.

Stage II was completed in June, 1983. The policies and methods which were developed in Stage I were verified and refined in Stage II through the design of alternative energy efficient neighbourhood plans for a specific area.

The concepts and methods which were developed in Stages I and II are tested and implemented in Stage III in the Ryckmans neighbourhood. Energy policies based on Stages I and II will be incorporated into the City of Hamilton Official Plan in Stage III.

4.2 Methodology

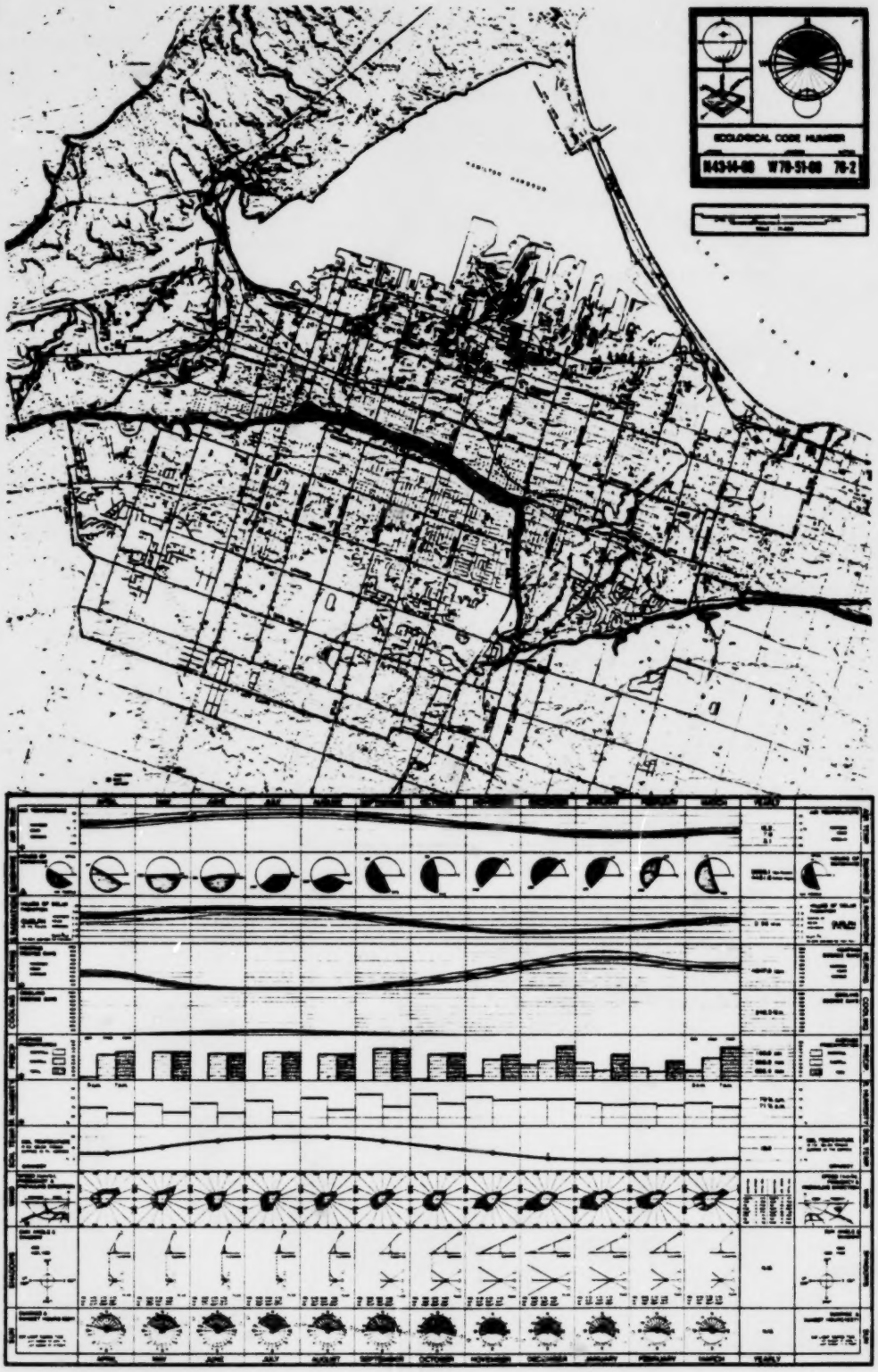
The energy-efficient neighbourhood design process began with the Ecochart, a summary of local environmental and climate information. Next, the slope gradient and orientation were plotted, using grid squares on a topographic map of the neighbourhood. Groups of grid squares having similar slope characteristics were then assigned generic street alignments. The neighbourhood street system was designed using these street alignments as a guideline. Based on the resulting street pattern and on the slope orientation and gradient, the preferred land uses and built forms of individual buildings were then planned for the remaining lands in the neighbourhood. The appropriate land uses and built forms are recommended in descending order of energy efficiency.

4.2.1 Ecochart

In the Hamilton area, reduction of energy consumption is possible only with considerable assistance from the sun.

FIGURE 22

ECOCHART



Source: Hamilton-Wentworth Region Planning Department

As shown on Figure 22, the Ecochart contains average annual and average monthly information on air temperature, hours of sunshine, solar radiation, heating and cooling "degree days", average precipitation (rain and snow), relative humidity, soil temperature, wind speed, frequency, and prevailing direction, sun angle and shadow, and sunrise and sunset hours.

The Ecochart was used to determine the relationships among these environmental factors and to describe their combined effects.

4.2.2 Slope Orientation and Gradient

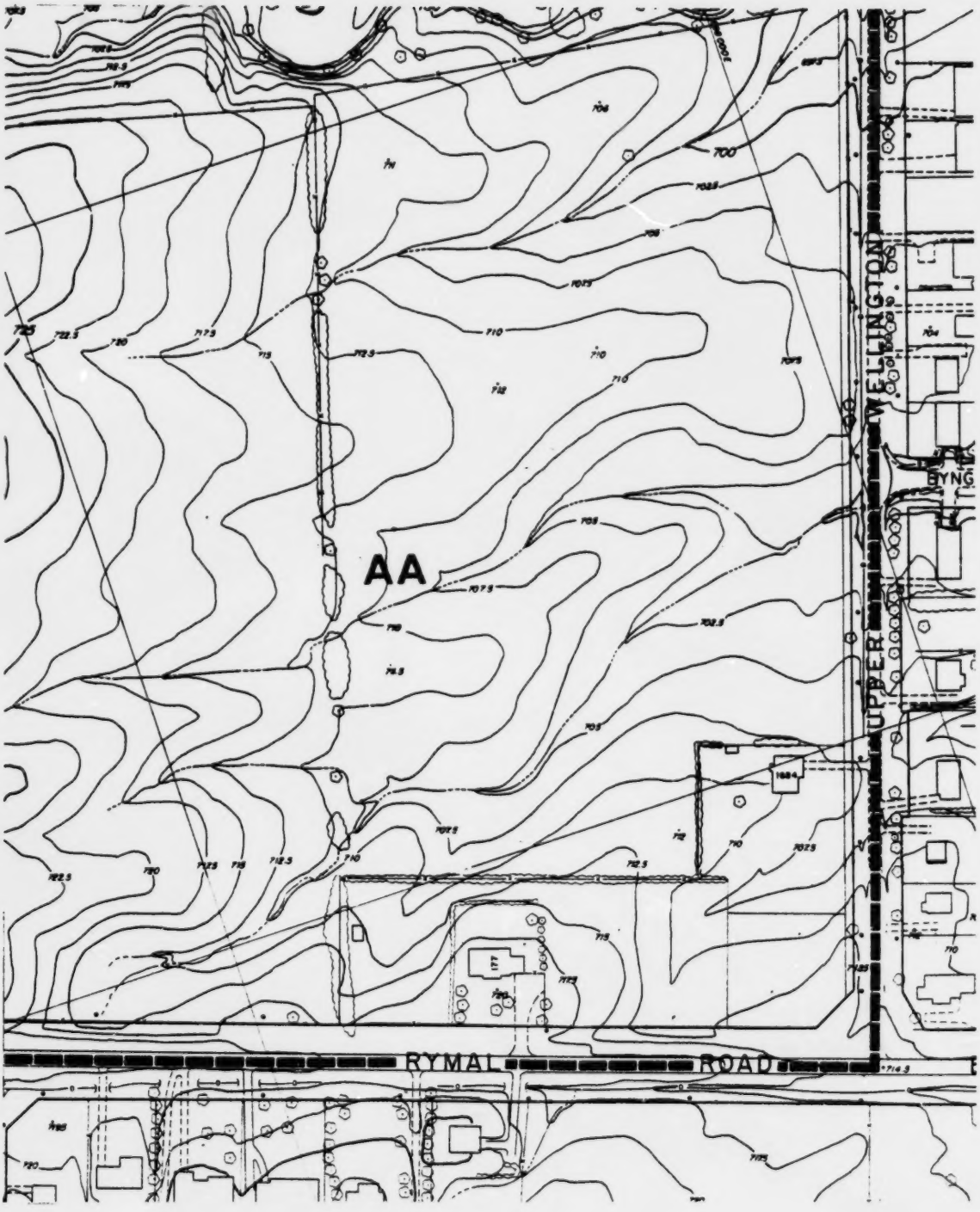
The amount of usable solar energy at a given site is dependent on slope orientation and gradient. Therefore, the next step in the planning procedure was to map the percentage of slope. This was achieved by superimposing a base grid of 200-foot squares on a neighbourhood topographic map which shows contours at 2.5-foot intervals. The base grid was oriented toward solar, not magnetic, north. A contour map and a contour map with the base grid superimposed are included on Figures 23 and 24 respectively.

This grid was then subdivided into four categories of percentages of slope gradient as shown in Figure 25. For the Ryckmans neighbourhood, slope categories of: less than two and one-half per cent, two and one-half to five per cent, five to ten per cent, and greater than ten per cent were used. While more or fewer divisions of slope gradient could have been used, these four categories were considered appropriate given the limited range of gradient in the Ryckmans neighbourhood.

The slope gradient grid squares were then classified according to slope orientation. Four categories of slope orientation were used: south, west, east, and north. A graphic representation of this classification process is shown on Figure 26.

FIGURE 23

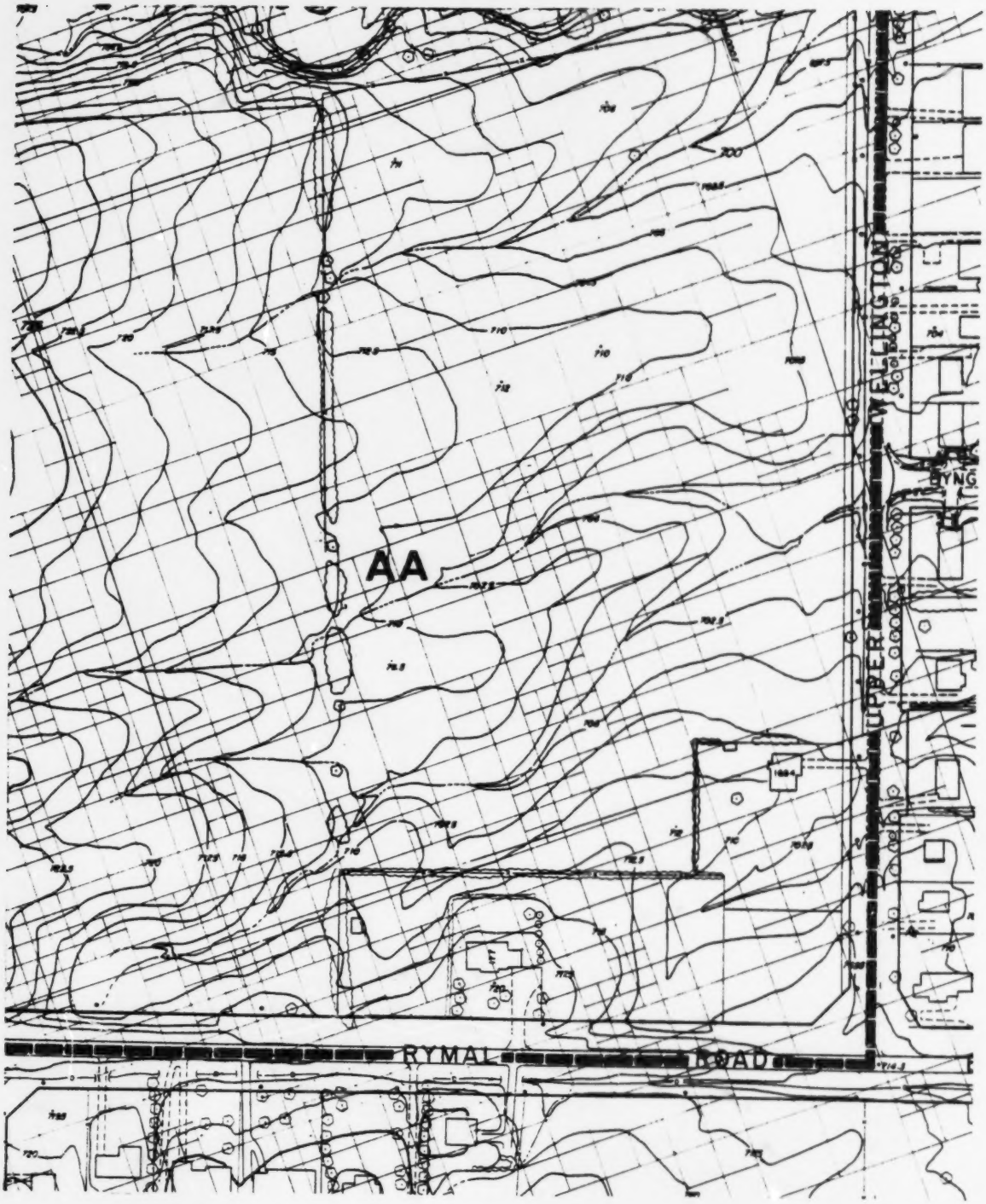
CONTOUR MAP



Source: Hamilton-Wentworth Region Planning Department

FIGURE 24

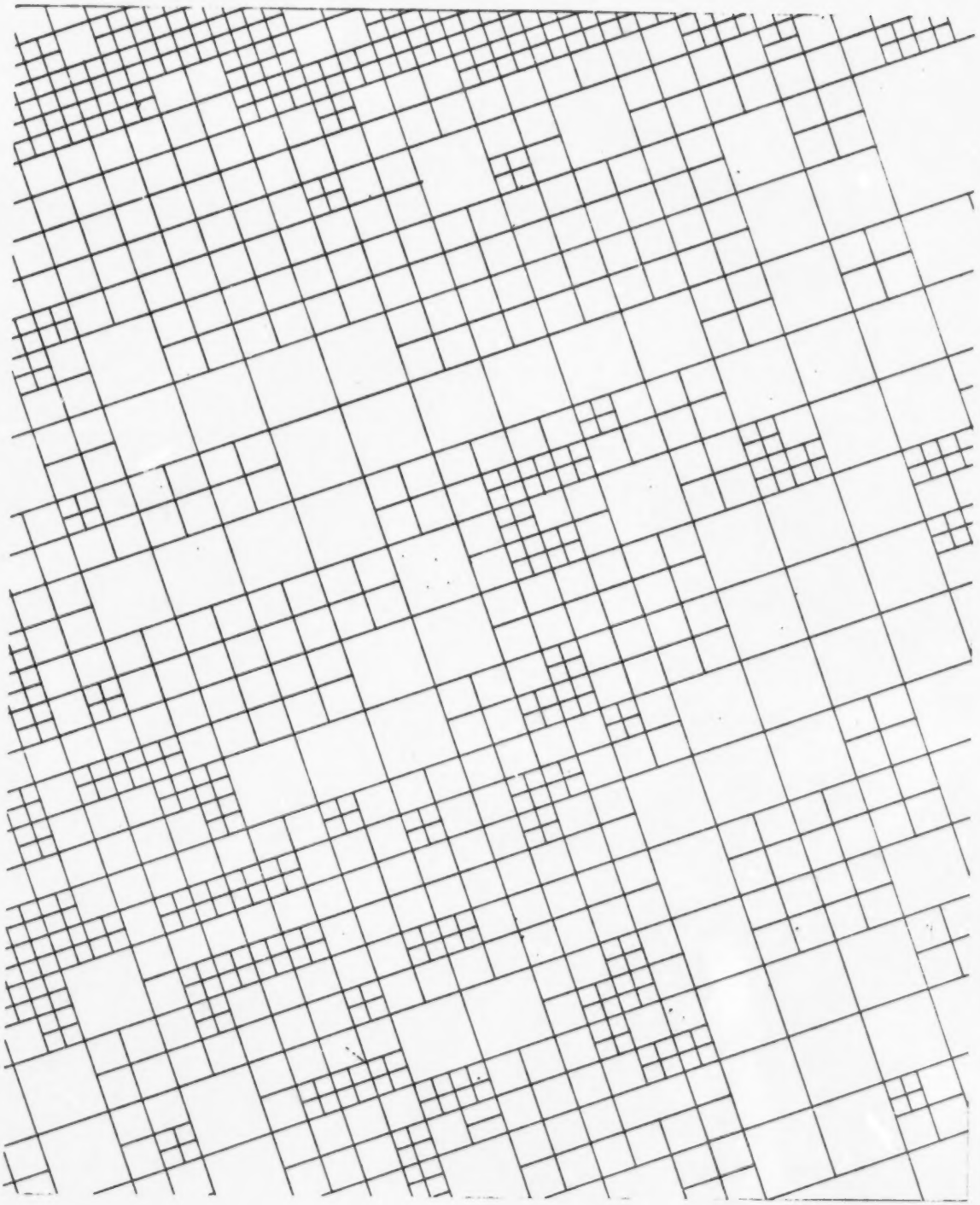
CONTOUR MAP WITH BASE GRID SUPERIMPOSED



Source: Hamilton-Wentworth Region Planning Department

FIGURE 25

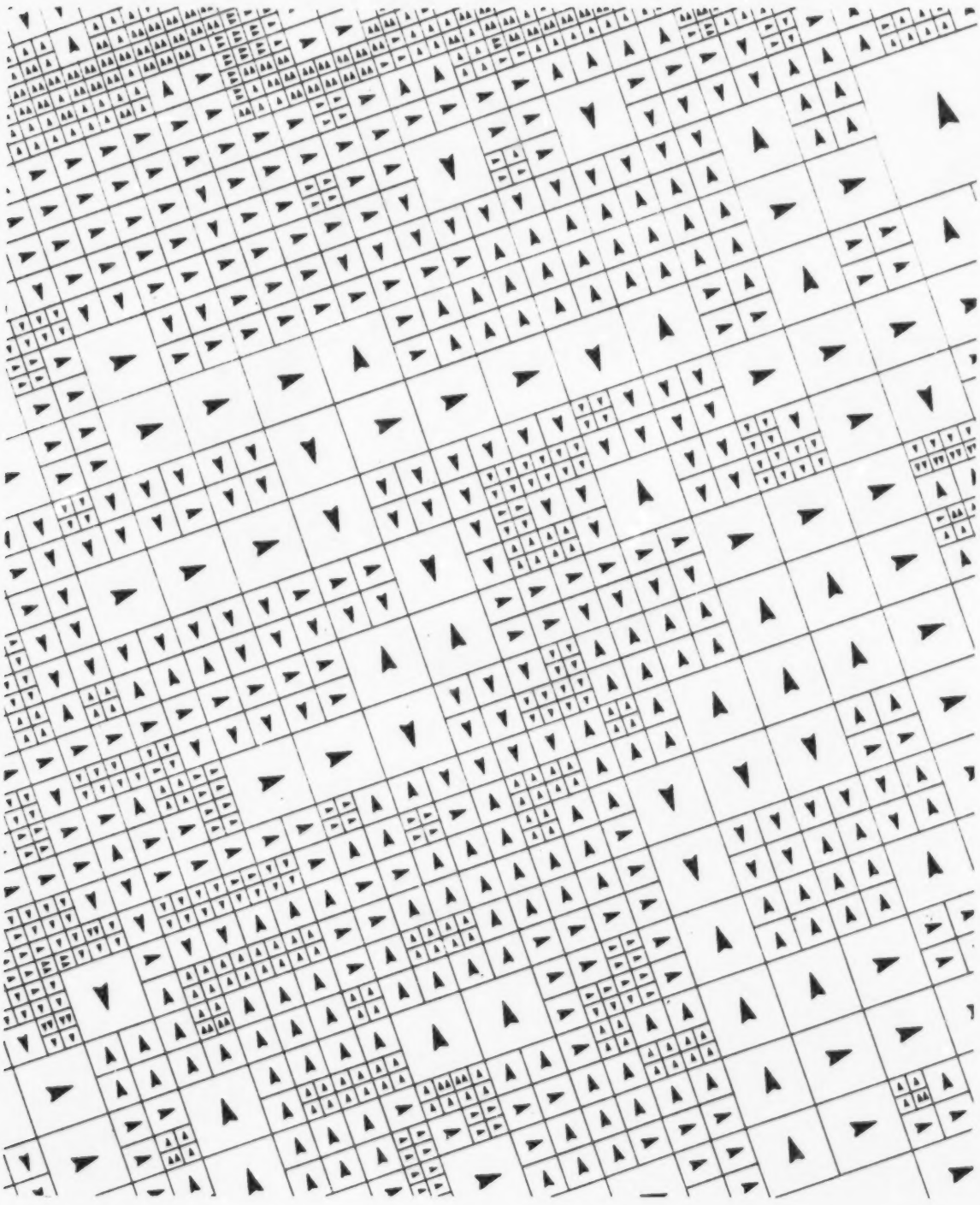
SLOPE GRADIENT DESCRIPTION



Source: Hamilton-Wentworth Region Planning Department

FIGURE 26

SLOPE ORIENTATION DESCRIPTION



Source: Hamilton-Wentworth Region Planning Department

Grid squares having similar slope orientation and gradient were then grouped into cells or "pockets" and labelled accordingly as shown in Figure 27. For example, E5 represents an east slope of 2.5 to 5 per cent. These cells are irregular in shape, but are drawn using north-south and east-west lines only. Ryckmans neighbourhood is divided into approximately 80 cells, each with an average size of one hectare or 2.5 acres.

4.2.3 Determination of Preferred Land Uses

The two matrices shown in Figure 28 translate the slope orientation and gradient information from Figure 27 into the preferred land use types shown in Figure 29. The selection of preferred land uses is based on the planned expansion and intensification of permitted uses (slope gradient) and on the amount of solar energy which is received (slope orientation). For example, east and west slopes of five per cent or less have the widest variety of appropriate land uses ranging from single detached residential through to high density residential and mixed land uses. In contrast, northern slopes of greater than ten per cent are best suited to parks, recreation, open space, and utilities.

4.2.4 Determination of Street Alignment

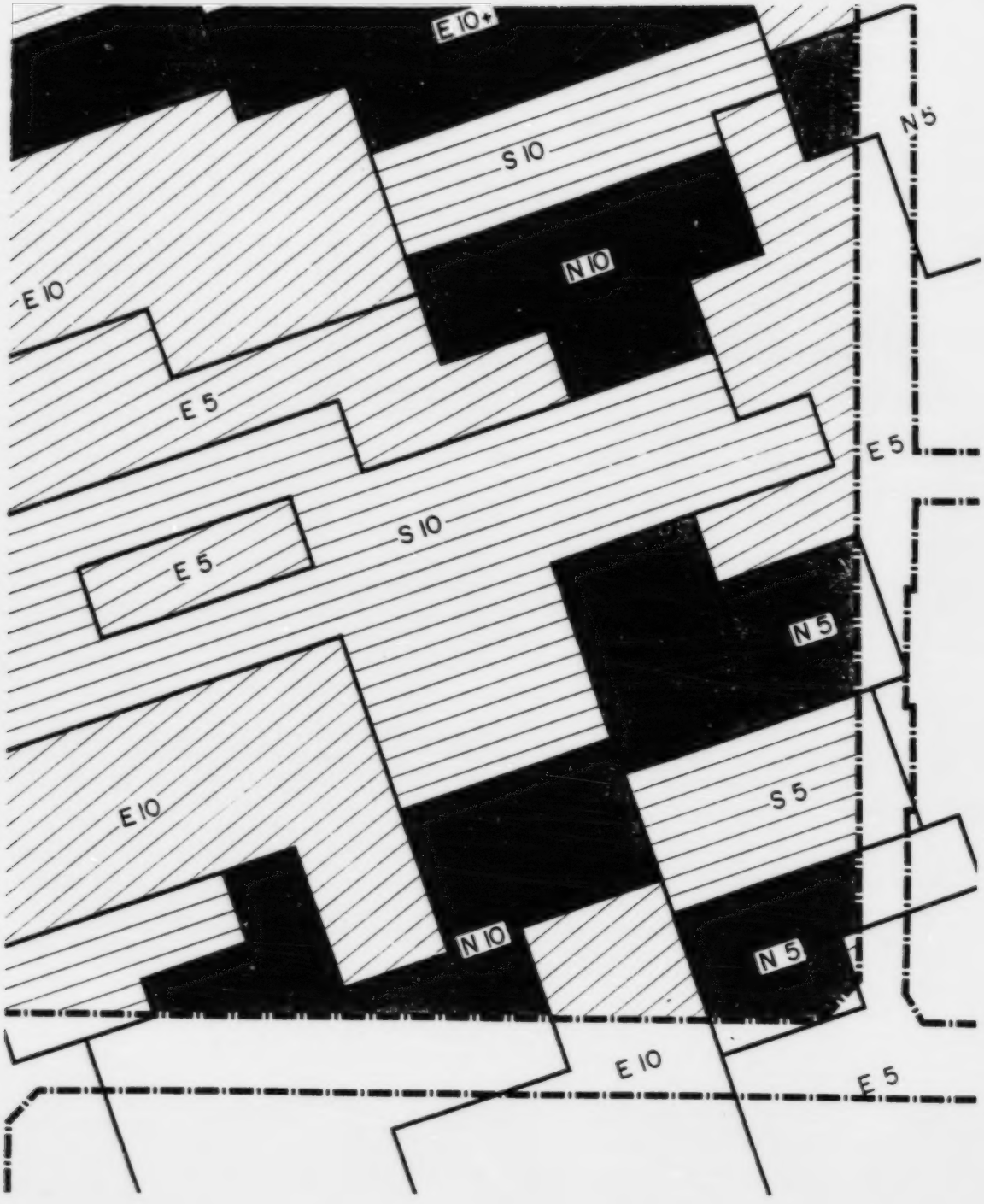
Since the design of individual lots and the subsequent placement of structures on lots are largely determined by the street pattern, it was essential to develop a design methodology where the street alignment ensures optimum solar access on slopes of east and west orientation. These preferred street alignment angles are shown in Figure 30.

The street alignment angles are then superimposed on the cells of slope orientation and gradient. The actual neighbourhood street pattern incorporates these alignments where possible.

Through the inclusion of consideration of slope orientation and gradient, this method improves on the "first generation" energy conservation subdivision designs which promoted a standard east-west street alignment for solar access regardless of topography.

FIGURE 27

CELLS WITH STREET ALIGNMENT

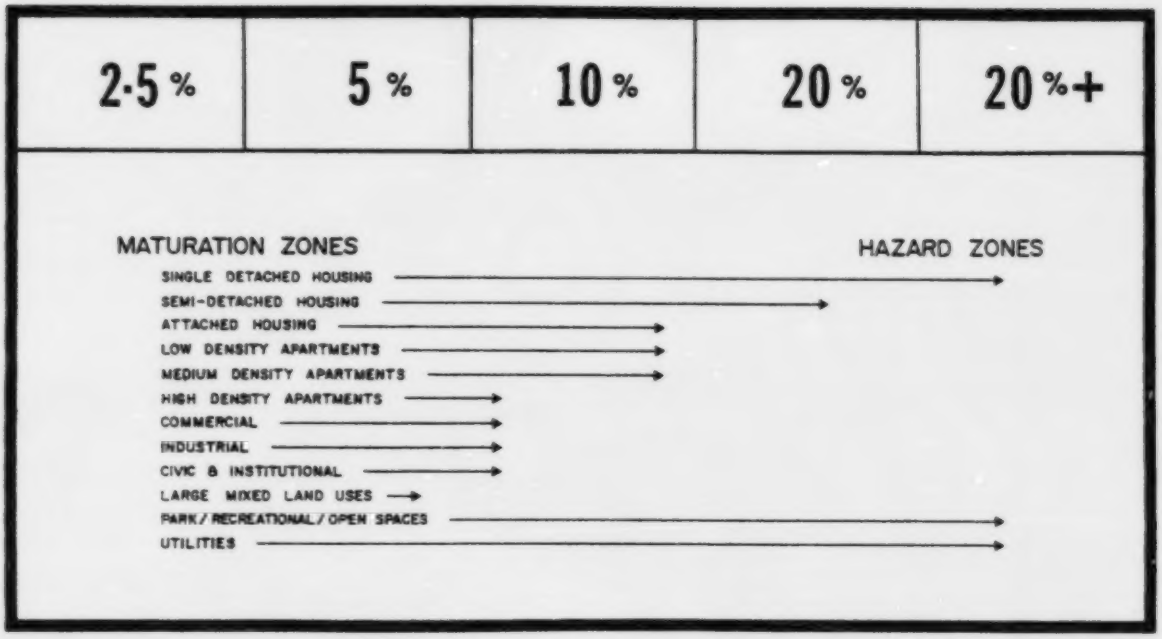


Source: Hamilton-Wentworth Region Planning Department

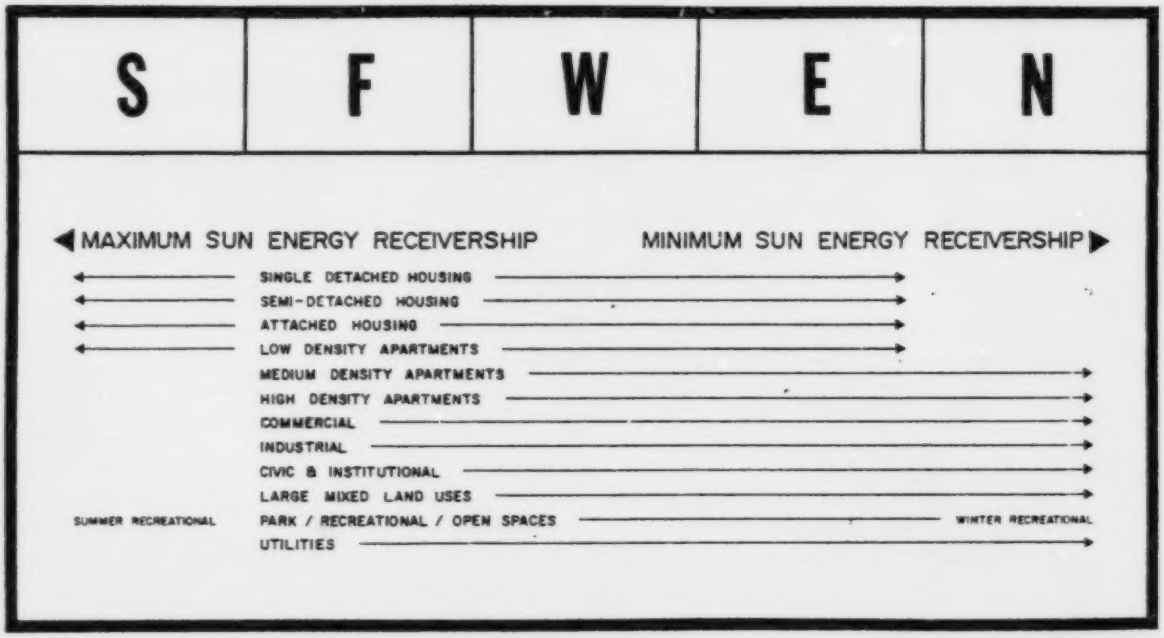
FIGURE 28

LAND USE SLOPE AND GRADIENT

MATRIX I



MATRIX II



Source: Hamilton-Wentworth Region Planning Department

FIGURE 29

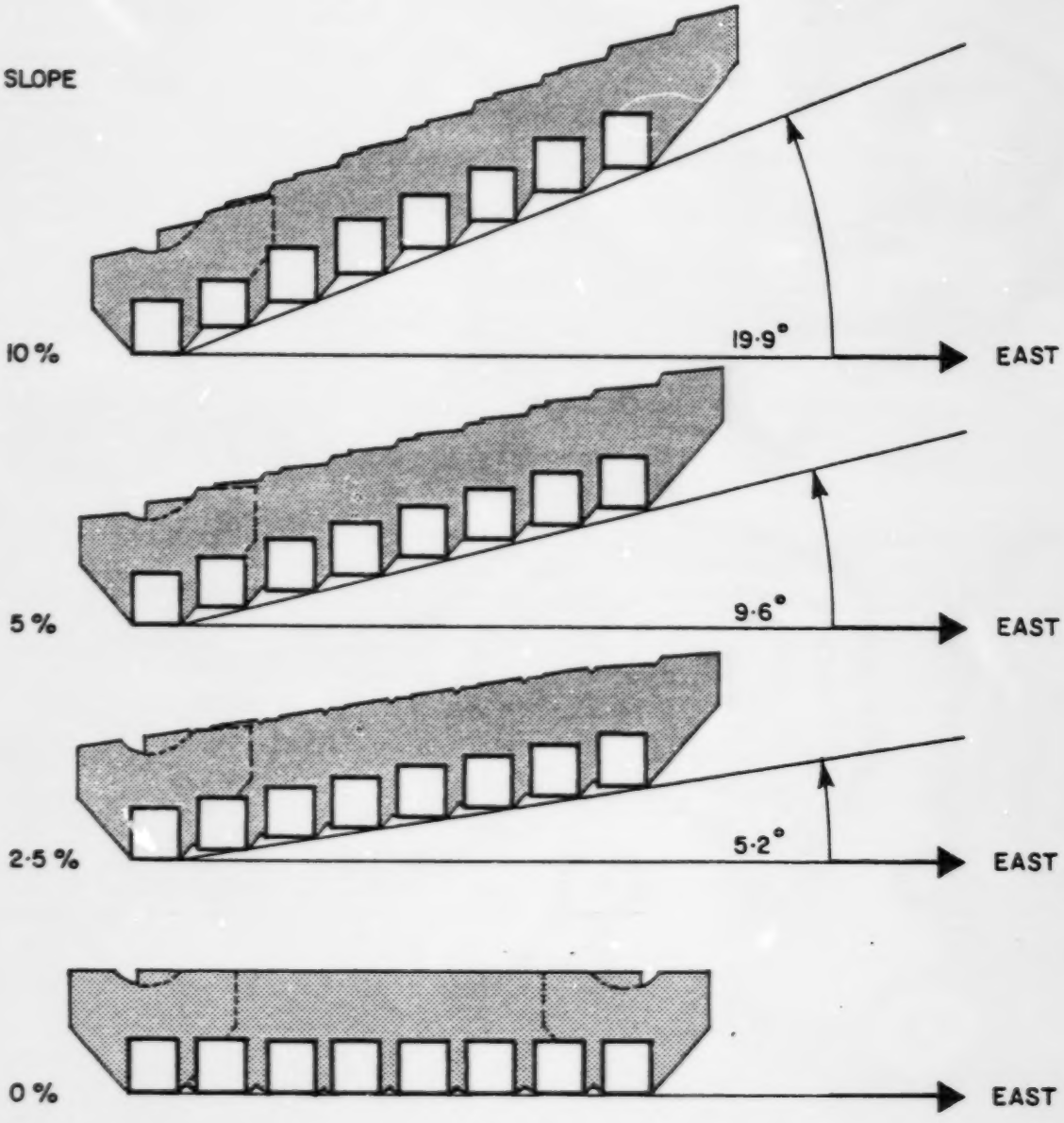
PREFERRED LAND USE MATRIX

SLOPE % / ORIENTATION	2-5	5	10	20	20+
S	SINGLE DETACHED SEMI-DETACHED ATTACHED HOUSING LOW DENSITY APTS. PARK/REC./OPEN SP.		SINGLE DETACHED SEMI-DETACHED ATTACHED HOUSING PARK/REC./OPEN SP.	SINGLE DETACHED SEMI-DETACHED PARK/REC./OPEN SP.	SINGLE DETACHED PARK/REC./OPEN SP.
W E	SINGLE DETACHED SEMI-DETACHED ATTACHED HOUSING LOW DENSITY APARTMENTS MEDIUM DENSITY APARTMENTS HIGH DENSITY APARTMENTS COMMERCIAL INDUSTRIAL CIVIC & INSTITUTIONAL LARGE MIXED LAND USES PARK/RECREATIONAL/OPEN SPACE UTILITIES		SINGLE DETACHED SEMI-DETACHED ATTACHED HOUSING LOW DENSITY APTS. MED. DENSITY APTS. PARK/REC./OPEN SP.		
N	MEDIUM DENSITY APARTMENTS HIGH DENSITY APARTMENTS COMMERCIAL INDUSTRIAL CIVIC & INSTITUTIONAL LARGE MIXED LAND USES PARK/RECREATIONAL/OPEN SPACE UTILITIES		HIGH DENSITY APTS. PARK/REC./OPEN SP. UTILITIES	PARK/REC./OPEN SPACE UTILITIES	

Source: Hamilton-Wentworth Region Planning Department

FIGURE 30

BUILDING SHADOWS AND STREET ALIGNMENTS ON EAST AND WEST SLOPES



Source: Hamilton-Wentworth Region Planning Department

4.2.5 Determination of Opportunities in Space Heating

Figure 31 shows the preferred space heating modes or methods for residential and non-residential buildings. The preferred mode varies in response to the degree of dependency on delivered or non-solar energy. A list of space heating options ranging from minimum to maximum dependence on traditional energy sources has been developed. Five categories of built form resulted:

1. Passive solar or energy self-sufficient,
2. Passive solar/solar tempered,
3. Solar tempered/active solar,
4. Active solar, and
5. Conventional - fully dependent on an energy delivery system.

To determine the appropriate space heating mode for a given site, the slope code from the individual cells is compared to the space heating mode matrix. For example, the code of E5 results in a classification of II.

As shown on Figure 32, residential construction within this classification would ideally include passive solar and solar tempered features. When space heating modes are matched to the environmental conditions of the neighbourhood, solar access is maximized and the energy penalties common to conventional subdivision design are reduced.

FIGURE 31 CATEGORIES OF SPACE HEATING

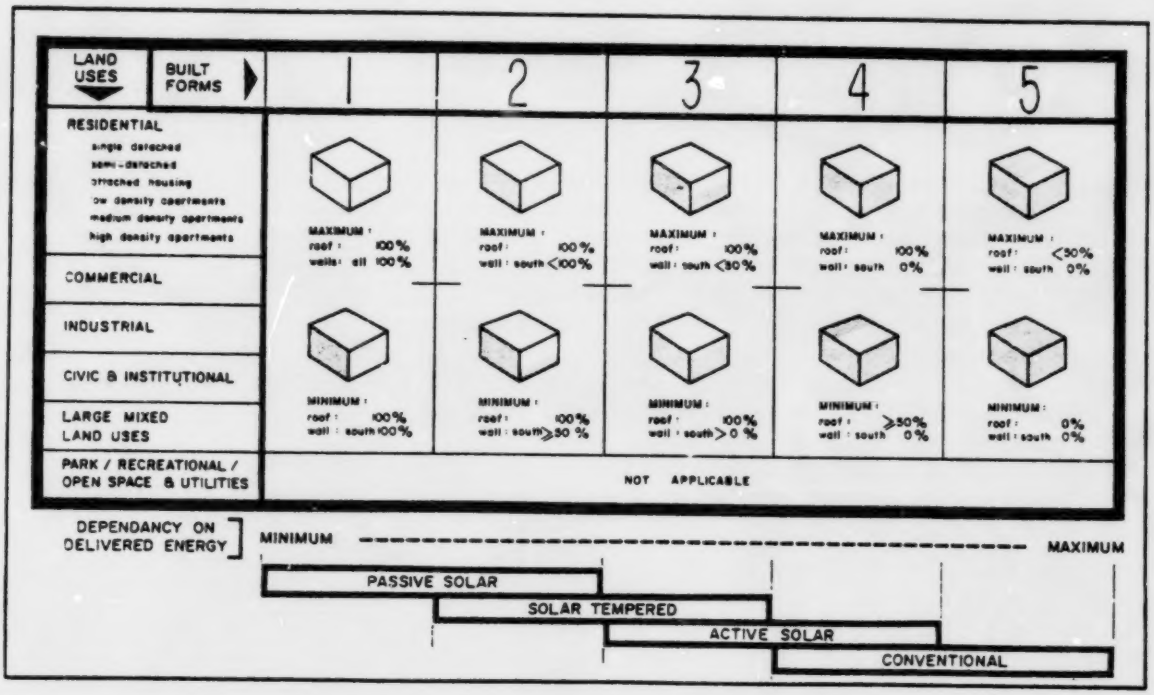


FIGURE 32 SPACE HEATING MODE MATRIX

SLOPE % / ORIENTATION	2-5	5	10	20	20+
S	2	1	1	1	1
W	2	2	2	3	4
E	2	2	2	3	4
N	2	3	4	5	5

Source: Hamilton-Wentworth Region Planning Department

URBAN DOCUMENTATION CENTRE
RESEARCH UNIT FOR URBAN STUDIES
McMASTER UNIVERSITY
HAMILTON, ONTARIO

4.3 Summary

Urban and regional planners are aware of both the potential for energy conservation in the spatial arrangement of communities and the energy inefficiencies of our present urban form. Planners are also aware that the transition from our present communities to energy-efficient communities will be a gradual, and frequently controversial, process.

The energy-efficient neighbourhood design process which has been applied to the Ryckmans neighbourhood is intended to determine the relationships of land uses and built forms to the sun and to the amount of solar energy which is available. Once the preferred or optimum land use pattern is determined, the energy conservation opportunitites must be reconsidered in light of other planning constraints and opportunities such as servicing and land drainage as discussed elsewhere in this report.

In the short space available here, it is impossible to describe the complete design process. Readers wishing further background should consult Design Criteria for Energy Efficient Neighbourhood Planning, Stages I and II.

5. ENVIRONMENT

5.1 Population

Ryckmans neighbourhood's population has declined by approximately five per cent from 166 in 1977 to 157 in 1982. The average number of persons per dwelling has also declined from 3.3 to 3.1 during this period.

Similar population decreases have been experienced recently in the unserviced south mountain area. In the eight neighbourhoods surrounding Ryckmans, population has declined by nine per cent from 1,896 in 1977 to 1,727 in 1982.

During the same period, the City of Hamilton's population decreased by 1.3 per cent from 312,307 in 1977 to 308,148 in 1982. The Hamilton-Wentworth Region experienced a modest increase in population from 411,801 in 1977 to 414,643 in 1982.

Compared to the City's population, Ryckmans neighbourhood has approximately 30 per cent fewer children aged 0 to 4 and 30% more children aged 5 to 18. The percentage of persons aged 19 to 64 is slightly higher in Ryckmans than in the City. The percentage of persons over 64 years of age is approximately the same in both.

FIGURE 33

POPULATION BY AGE DISTRIBUTION
RYCKMANS NEIGHBOURHOOD AND CITY OF HAMILTON

AGE GROUP	RYCKMANS NO.	RYCKMANS %	CITY %
0-4	6	3.8	5.4
5-18	32	20.4	19.2
19-64	98	62.9	59.8
64+	18	11.5	11.7
Undetermined	3	1.4	3.9
	157	100	100

Source: Provincial Assessment, 1982

The population is distributed around about one-half of the neighbourhood's perimeter in low density housing. Large areas in Ryckmans remain in agricultural and open space uses. Sanitary sewers are not presently available. Given these considerations, together with the comparatively small size of the present neighbourhood population, it is not expected that the trends in population and persons per dwelling noted above will significantly affect future land use patterns.

5.2 Noise

Noise levels experienced along high traffic volume arterial roads such as Upper James Street and Rymal Road frequently exceed levels which are acceptable for residential development. In cases where noise is excessive, sound insulation and other attenuation measures such as setbacks and screening may be required for new construction.

Noise tests have not been conducted for the neighbourhood, but may be required prior to new residential development or redevelopment along Upper James and Rymal Road.

At present, noise from the Mount Hope airport is not excessive in Ryckmans neighbourhood. With the exception of a small area in the southeast corner of the neighbourhood, conventional construction will provide sufficient sound insulation. In the southeast area, additional insulation could be required.

The airport expansion presently underway at Mount Hope will result in a new alignment of the noise contours. The Ryckmans neighbourhood is expected to be well outside of the area affected by noise from the expanded airport.

5.3 Sanitary Landfills and Garbage Dumps

There are no known active, closed or abandoned sanitary landfills or garbage dumps in the Ryckmans neighbourhood.

Two areas in the southwest corner of the neighbourhood have been filled with soil and building materials to a depth of approximately three metres or ten feet. Testing for soil stability may be required in these areas prior to development.

5.4 Air Quality

Air quality in the Ryckmans neighbourhood and vicinity is not considered to be a constraining factor in land use planning as it might be in another location, for example, adjacent to heavy industry.

6. INFRASTRUCTURE

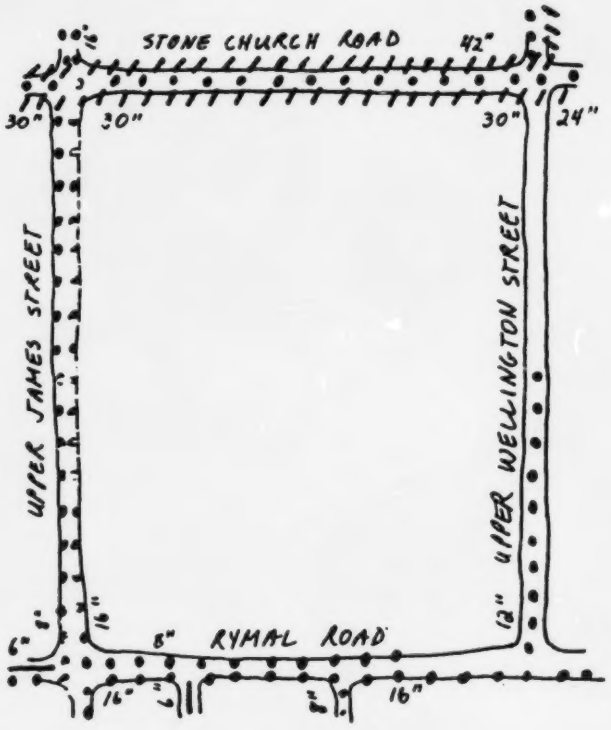
6.1 Water Supply

As shown on Figure 34, most of the existing development around the perimeter of the Ryckmans neighbourhood is currently serviced with municipal water. Water supply can be extended to serve the interior of the neighbourhood without difficulty. Fire hydrants are in place around the neighbourhood perimeter at 91 metre (300 foot) intervals.

No properties in Ryckmans are dependent on wells for their domestic water supply.

FIGURE 34

WATER SUPPLY IN THE RYCKMANS NEIGHBOURHOOD



Note: Pipe Size Shown in Inches

Source: Hamilton-Wentworth Engineering, 1983

6.2 Sanitary Sewers

There are currently no sanitary sewers in the Ryckmans neighbourhood. All of the existing homes and other buildings rely on septic tanks and tile fields for sewage disposal. There have been no reported complaints or problems regarding septic systems in recent years.

Completion of the Ryckmans Neighbourhood Plan will permit installation of two storm sewer/sanitary sewer lines which will cross the neighbourhood in an east-west direction as shown on Figure 35.

The sewers running through the centre of the neighbourhood and south along Upper James Street will be installed first. These sewers will accommodate development in the central and southwest area of the neighbourhood.

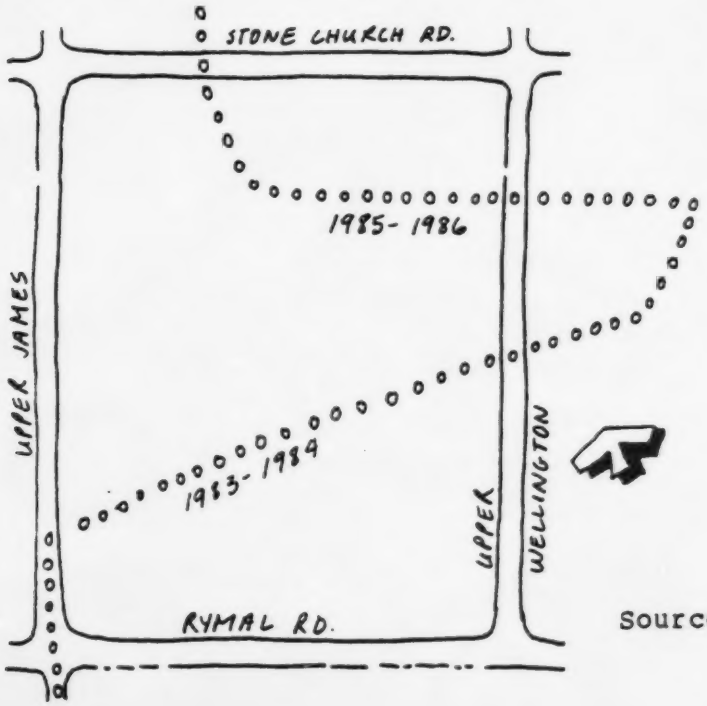
The sewers to be installed in the northeast portion of the neighbourhood will allow development in the northern portion of Ryckmans.

An area in the southeast portion of the neighbourhood will not be serviced by these sewers. This area will be serviced by a third sewer system to be extended from the east.

Sufficient water treatment and sewage treatment capacity is presently available to service full development of the Ryckmans neighbourhood.

FIGURE 35

SANITARY AND STORM SEWERS IN THE RYCKMANS NEIGHBOURHOOD



Source: Hamilton-Wentworth Engineering, 1983

6.3 Roads

Ryckmans neighbourhood is bounded by four arterial roads. There are no roads in the neighbourhood's interior.

Upper James Street is four lanes in width for the length of the neighbourhood with left-hand turn lanes and traffic signals at the Stone Church and Rymal Road intersections.

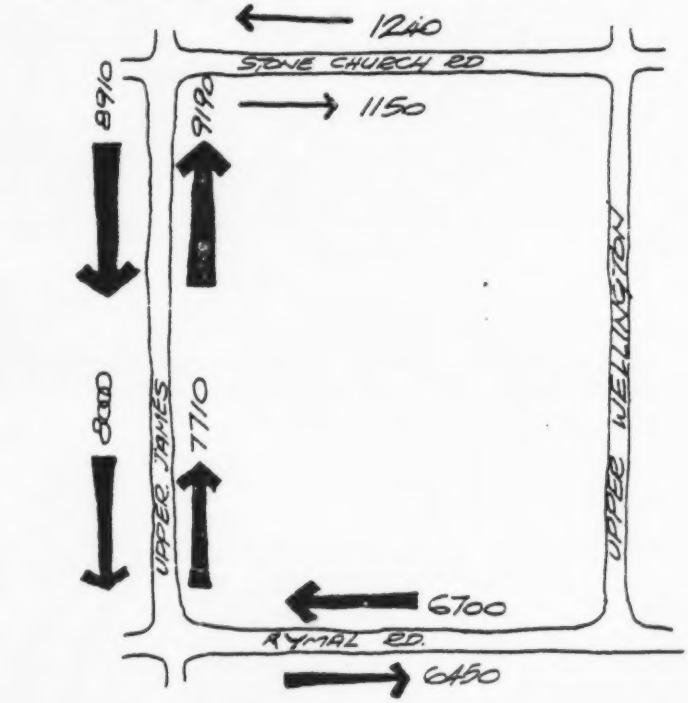
Rymal Road East is two lanes wide at the intersection of Upper Wellington Street, expanding to four lanes at the intersection of Upper James Street.

Upper Wellington Street and Stone Church Road East are both two lanes wide. There is a four-way stop at the intersection of Stone Church and Upper Wellington. Traffic on Upper Wellington stops at Rymal Road.

A speed limit of 60 kilometres per hour is posted along all four roads. Roadside parking is not permitted on any of the roads. Sidewalks are provided along Stone Church Road and Upper James Street.

FIGURE 36

ARTERIAL ROADS
24-HOUR AVERAGE WEEKDAY TRAFFIC



Source: City of Hamilton Traffic Department 1981

Upper James Street is the most heavily travelled north-south route on the Mountain. The average weekday traffic along Upper James in this location between Stone Church and Rymal Roads is approximately 8500 vehicles daily in each direction. Rymal Road has average traffic flows of 6500 vehicles per day in each direction and is the major east-west route in the south mountain area. Traffic along Stone Church Road East and Upper Wellington Street is much lighter, averaging approximately 1100 vehicles per day in each direction.

Heavy traffic volumes along Upper James Street and Rymal Road present constraints and opportunities in planning. Factors such as convenience, noise pollution and traffic safety will require special attention throughout the neighbourhood planning process.

6.4 Transit

Ryckmans neighbourhood is served by Hamilton Street Railway bus route number 27. This route runs from Gore Park to the City Limits along Upper James at regular 20-minute intervals and at 13-minute intervals during rush hours. There are no bus routes along Upper Wellington Street or Stone Church or Rymal Roads.

6.5 Other Utilities

Solid waste generated by the present and future residents of Ryckmans can be disposed in existing Regional incinerator and landfill facilities.

Existing development in the Ryckmans neighbourhood is served with natural gas. Gas mains are located along Upper James Street and Stone Church and Rymal Roads and can be extended to serve future development throughout the area.

6.6 Schools

No public or private schools are located within the Ryckmans neighbourhood. Students currently living in Ryckmans attend school as shown in Figure 37.

FIGURE 37

PUBLIC AND SEPARATE SCHOOLS IN THE RYCKMANS NEIGHBOURHOOD

Public Schools

Ryckmans Corners (1983-1984)	Junior Elementary
Ridgemount (1984+)	Junior Elementary
Westview	Senior Elementary
Hill Park	Secondary

Separate Schools

Corpus Christi	Elementary
St. Thomas More	Secondary

The Hamilton Board of Education has purchased a 2.4 hectare (6.0 acre) school site in the centre of Ryckmans neighbourhood.

7. PLANNING INFORMATION

7.1 Hamilton-Wentworth Official Plan

The Regional Municipality of Hamilton-Wentworth Official Plan designates the Ryckmans neighbourhood for Residential and Related Uses and is included within the Urban Policy Area.

The Hamilton-Wentworth Official Plan designates Rymal Road as an Inter-Regional Highway and designates Upper James Street, Stone Church Road and Upper Wellington Street as Arterial roads.

This Plan was adopted by Regional Council on June 17, 1982, and approved by the Minister of Housing on June 26, 1982

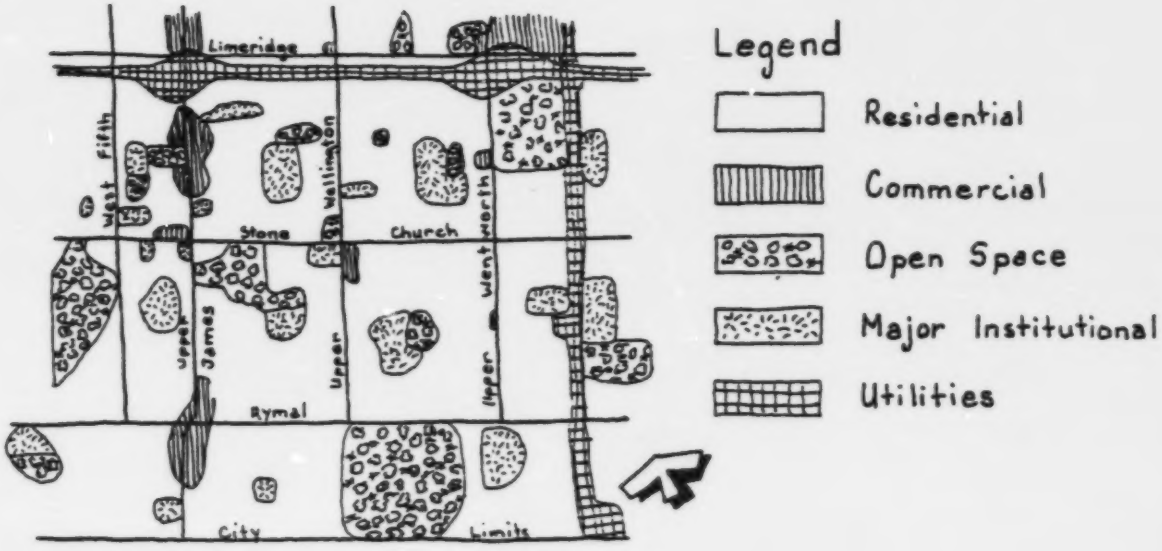
7.2 City of Hamilton Official Plan

The City of Hamilton Official Plan was adopted by City Council on May 11, 1982 and approved by the Minister of Housing on June 17, 1982. The Official Plan contains a land use concept and land use planning policies which are intended as a guide for development in the City to the year 2000.

Figure 38 shows the Official Plan designations which pertain to Ryckmans neighbourhood and the surrounding eight neighbourhoods.

FIGURE 38

OFFICIAL PLAN DESIGNATIONS FOR RYCKMANS AND SURROUNDING NEIGHBOURHOODS



Source: City of Hamilton Official Plan

7.2.1 Residential

Most of Ryckmans neighbourhood is designated residential in the Official Plan. This designation includes the existing residential properties and lands which are currently in agricultural use or undeveloped.

The Offical Plan designates sufficient residential lands to accommodate population growth and various styles and densities of residential development while maintaining residential amenity. The Plan is intended to ensure that residential developments are both energy-efficient and compatible with surrounding land uses.

The residential designation permits a variety of dwelling types. Preference is given to locating similar densities of development together. Compatible land uses including parks, schools, churches, institutional and limited commercial uses may also be permitted.

7.2.2 Commercial

The Official Plan designates lands in the southwest corner of the Ryckmans neighbourhood for Commercial use. The Plan promotes orderly commercial development which is consistent with community needs.

A hierarchy of commercial developments of various types such as shopping centres, and ribbon or highway commercial areas is recognized and supported by the Plan. Infilling and consolidation of existing ribbon and highway commercial areas is promoted as an alternative to unnecessary extensions of commercial strips.

In addition to these general policies, the City has recently approved a secondary plan which establishes commercial design standards for the entire Hamilton mountain area. These standards are intended to ensure that new shopping facilities of various types and sizes are equitably distributed without compromising the viability of the existing commercial areas.

For the Ryckmans neighbourhood and the surrounding eight neighbourhoods, the secondary plan states that, in addition to existing and planned commercial developments, another 34,000 square metres (366,000 square feet) of commercial floorspace will be required to meet the shopping needs of the future capacity population.

The location of various types of commercial facilities will be determined by the Upper James-South Mountain Area study (see Secton 7.6) and will be shown in the individual neighbourhood plans.

7.2.3 Major Institutional

A small area in the centre of Ryckmans is designated for Major Institutional uses.

The Major Institutional designation is intended to recognize existing institutional uses which are under the jurisdiction of a local board or agency. Cultural, health, welfare, educational, religious and governmental facilities are usually found in this designation.

Within a neighbourhood, the location of institutional uses should enable them to function as a focus for neighbourhood activities. Shared use of parking and other facilities is encouraged among institutional uses and compatible uses such as neighbourhood commercial.

7.2.4 Open Space

Lands in the northwest area of the Ryckmans neighbourhood are included in the Open Space designation of the Official Plan.

Policies for the Open Space designation are intended to encourage a high quality urban environment and to preserve scenic open space areas. Permitted uses in this designation include public and private parks, conservation areas and pedestrian pathways.

7.3 Zoning By-Law No. 6593

The City of Hamilton's comprehensive Zoning By-law No. 6593 assigns five basic zoning categories to lands in the Ryckmans neighbourhood.

In terms of land area, by far the greatest proportion of land is zoned AA - Agricultural. The Agricultural zone includes all of the farmed area, most of the undeveloped open space areas and the Barton Community Park. Interior portions of residential lots fronting onto Upper James Street and residential lots along Rymal Road and Upper Wellington Street are also zoned AA.

This zoning category specifies a minimum lot frontage of 60 metres (197 feet) and area of 12,000 m^2 (3.0 acres). In addition to agricultural uses and single and two-family dwellings, a wide variety of public, institutional, recreational and commercial uses is permitted. Among the permitted public uses are schools, libraries, art galleries, museums, observatories and cemeteries. Recreational uses which are permitted include playgrounds, tennis courts and golf courses. Conservation-related uses such as forestry and wildlife reserves are also permitted.

Agriculturally-related commercial uses such as stables, riding academies and animal hospitals are permitted, as are low intensity commercial uses such as radio and television broadcasting facilities.

Residential lots along the central portion of Stone Church Road are zoned B - Agricultural and Residential. One lot on Rymal Road is also zoned B. This category specifies a minimum lot frontage and area of 20 metres (66 feet) and 1,100 square metres (11,840 square feet) respectively. Land uses similar to those mentioned in the AA - Agricultural zone are permitted in this zone.

The front portion of lands along the central and northern portion of Upper James and the western portion of Stone Church Road are zoned C - Residential Single Family. The C zone permits residential, institutional and public uses on smaller lots than the B zone.

Nethercott Chevrolet-Oldsmobile, the Upper James Bingo Palace and the Runway Tavern at the southern end of Upper James Street are zoned HH - Restricted Commercial.

The Knights of Columbus hall at 1527 Upper James Street is zoned E - Multiple Dwellings. The E zone permits a wide range of residential uses and some public, institutional and commercial uses.

The zoning of some of the lands to the rear of the E- and HH-zoned properties has been modified to permit parking.

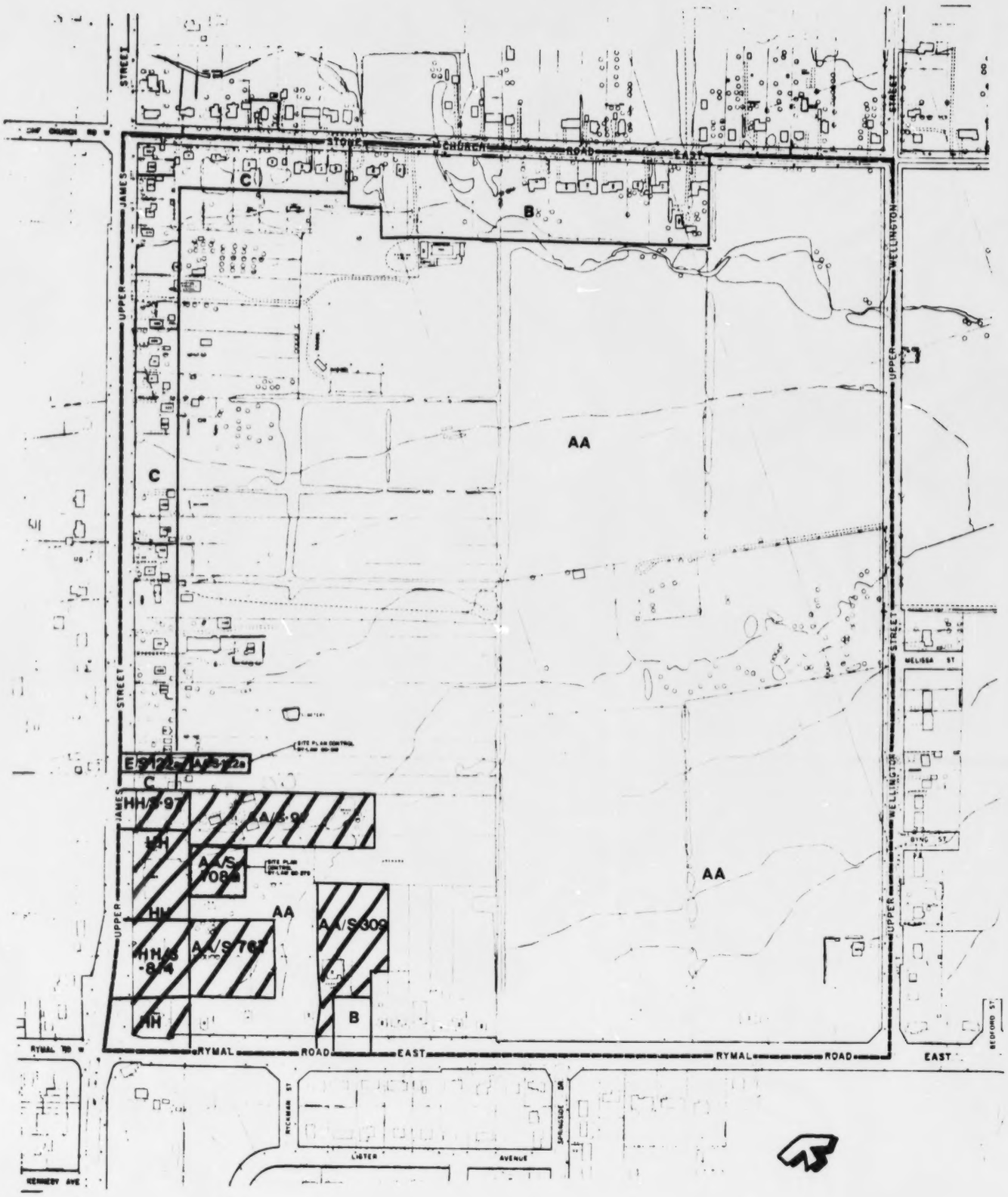
Site plan control pertains to lands zoned HH - Restricted Commercial and additional lands as shown in Figure 39.

7.4 Ryckmans Multicentre

Four neighbourhoods joined together form a community with a population of approximately 20,000. For each community in the developing area of Hamilton, a multicentre is planned. The concept of the multicentre is to provide a focal point for shopping, recreation, entertainment, worship and multi-family living as required by the future population of the community.

The Ryckmans multicentre is intended as the focal point of Barnstown, Crerar, Jerome and Ryckmans neighbourhoods as shown in Figure 40. The multicentre plan for Ryckmans was approved by City Council in 1980 and forms part of the approved Crerar and Barnstown neighbourhood plans.

The Ryckmans multicentre designates lands at the southwest corner of the intersection of Upper Wellington Street and Stone Church Road East for Civic and Institutional uses and attached housing.



LEGEND

Zone	Principal Permitted Uses
AA	Agricultural
B	Agricultural and Residential
C	Residential - Single Family
E	Multiple Dwellings
HH	Restricted Commercial
▨	Areas Subject to Site Plan Control

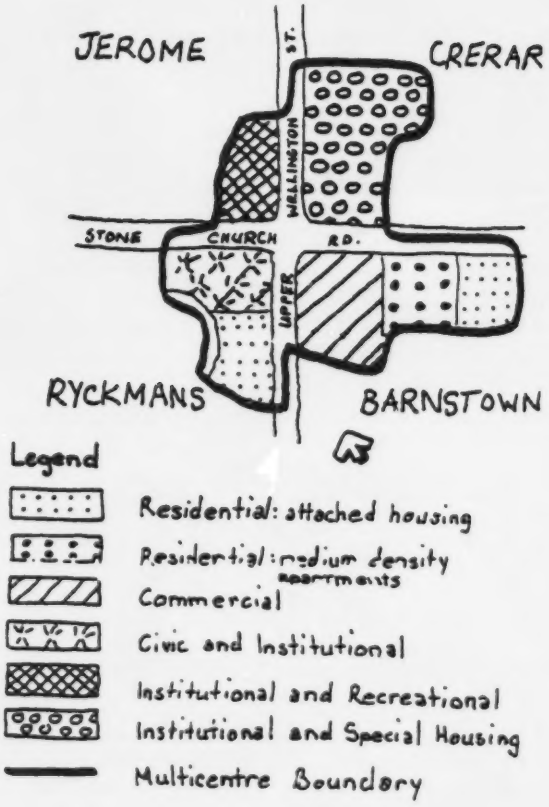
RYCKMANS NEIGHBOURHOOD ZONING

Source: Hamilton-Wentworth Region Planning Department, 1983.

FIGURE 3

FIGURE 40

RYCKMANS MULTICENTRE



Source: Hamilton-Wentworth Region Planning Department

7.5 Development Proposals

The majority of what exists in the Ryckmans neighbourhood today was developed from 1940 to 1960. Since that time there has been very little development activity in the area. Currently, there are no plans of subdivision under circulation or draft approval in Ryckmans. In recent years, only a few new lots have been created by consent (land severance). Several zoning by-law amendments and minor variances have been approved for properties near the intersection of Upper James Street and Rymal Road. These have allowed a moderate expansion and intensification of the existing commercial uses. A minor variance has also been approved to permit an addition to 70 Stone Church Road East.

There has been no major change to the residential and agricultural areas in Ryckmans recently.

7.6 Planning Studies

Ryckmans neighbourhood is included in a nine-neighbourhood area in south central Hamilton which is currently the subject of a planning study. The Upper James-South Mountain area study will determine the feasibility of changing the staging of development for the study area from Stage II to Stage I, as indicated in the Hamilton Official Plan, to facilitate immediate development. This study will also assess the land use implications of acceleration of services with special emphasis on the market potential for commercial development.

The study has been organized into three phases. The first phase, Commercial Demand/Engineering Alignment, involves a commercial market opportunity study and background studies for the Ryckmans and Jerome neighbourhoods. This phase began in November, 1983 and is scheduled for completion by April, 1984.

The second phase, Land Development Assessment, includes a detailed evaluation of land use alternatives and their impacts. Seven months' time is allocated for Phase II with completion scheduled for October, 1984.

Phase III, Detailed Planning, will complete the study process. The preferred land use alternative will be incorporated into the Hamilton-Wentworth and City of Hamilton Official Plans. Neighbourhood plans for the area will also reflect the preferred land use pattern. This phase is expected to last three months and is due for completion in January, 1985.

8. SUMMARY

8.1 Neighbourhood Features

The existing physical features, vegetation, built environment, infrastructure and planning controls which have been described in this report combine to present opportunities and constraints to land development.

Opportunities exist where these features permit a wide range of land uses in a given location. For example, a large parcel of publicly-owned, undeveloped land such as the City property in the northeast portion of Ryckmans presents a "clean slate" for planning.

This situation allows for the creation of the optimum neighbourhood environment, including street alignment, land use types and distribution and built form.

Constraints occur on properties where land use decisions have already been implemented. A small, privately-owned property with new construction which is in conformity to existing planning controls is an example of a planning constraint. In cases such as this, the social and economic costs which are involved in redevelopment are high and land uses therefore tend to remain fixed over a long term.

Most properties fall between these two extremes in terms of planning potential. A brief description of the land use planning opportunities and constraints in the Ryckmans neighbourhood is presented below.

8.2 Constraints

8.2.1 Introduction

Many different factors act to constrain development on most of the properties in the Ryckmans neighbourhood. These constraints and their influences on present and future land uses are described below.

8.2.2 Residential Area

Approximately half of the Ryckmans neighbourhood perimeter is developed for single-family dwellings on large lots. Along Upper James Street, most of the residential lots are long and narrow and extend to the centre of the neighbourhood. This development pattern creates obvious difficulties in assembling the interior portion of the neighbourhood for development. Around the perimeter of the neighbourhood, residential intensification through resubdivision of residential lots will be constrained in many locations by the existing houses and accessory buildings.

Although municipal water is available to the residential area, sewers are not, and septic systems are required for sewage disposal. Where septic tanks and tile fields are taken out of operation by new development, the homes which previously relied on septic systems will have to be connected to the new sanitary sewers. Since sewers will not be available to the entire neighbourhood for several years, existing septic systems will be required in the interim, particularly in the north and southeast areas of the neighbourhood.

Each residential property has vehicular access directly onto the arterial road system. This land use pattern poses a constraint to high-volume or high-speed traffic flow. Since the proliferation of individual accesses along the remaining arterial road frontage would aggravate the traffic situation and possibly create traffic hazards, care must be taken to provide access from appropriately designed intersections.

Although cosmetic and minor structural repairs are needed in several cases, the existing residential stock in Ryckmans is generally in good condition. Retention of the existing stock will tend to limit the options for street alignment and subsequent development of the neighbourhood. However, the diseconomy of removal or redevelopment of basically sound housing should be avoided wherever possible.

8.2.3 Commercial Areas

Several highway commercial uses have been developed in the southwest corner of the neighbourhood at the intersection of Upper James Street and Rymal Road. These uses are oriented to and rely upon vehicular traffic along these roads. There are no existing commercial uses with a neighbourhood orientation. Since the existing highway commercial uses are expected to continue, the addition of neighbourhood facilities may result in Ryckmans having a larger area of commercial development than other south mountain neighbourhoods. The type, size and location of these uses will be influenced by the City's Commercial Design Standards Secondary Plan and by the Upper James-South Mountain Area study.

8.2.4 Barton Community Centre and Park

Although the Barton Community Centre and Park are not located in the centre of the Ryckmans neighbourhood, they are crucial to the identity and character of the entire neighbourhood. For this reason, redevelopment of the community centre and park is inappropriate, even though the structures and equipment are in need of minor repair. Renovation of the community centre and park facilities and phased construction of new park features is the preferred approach.

8.2.5 Olmstead Indian Village

The Olmstead Indian Village includes a native burial ground which constitutes a cemetery under the Cemeteries Act. Although further research will be required to determine the precise size and location of the Indian village and burial ground, the neighbourhood will have to be developed around the village as it is currently identified. Parkland dedication provisions of the subdivision approval process may permit the dedication of the Indian village site to the City of Hamilton or other appropriate public agency. If additional land is required, a purchase or land transfer may have to be arranged.

8.2.6 Planning Decisions

The Hamilton-Wentworth Official Plan is not considered to be a constraint to development in the Ryckmans neighbourhood. Likewise, the Hamilton Official Plan is not a constraining factor, although amendments to this plan may be required as a result of the neighbourhood planning process.

Existing zoning categories and specifications would permit a wide range of land uses in most areas of the neighbourhood. However, it is most likely that zoning by-law amendments to appropriate categories will be required as the neighbourhood develops. These zoning amendments are expected to proceed together with development applications and approvals. It is unlikely that substantial areas of the neighbourhood will be prezoned for development.

The approved Ryckmans Multi-Centre Plan designates lands in the northeast corner of the neighbourhood for civic and institutional uses and for attached housing. In addition, the jigsaw concept for interior roads will be applied to the Ryckmans neighbourhood. The multi-centre and jigsaw concept will both serve to constrain development in their respective locations.

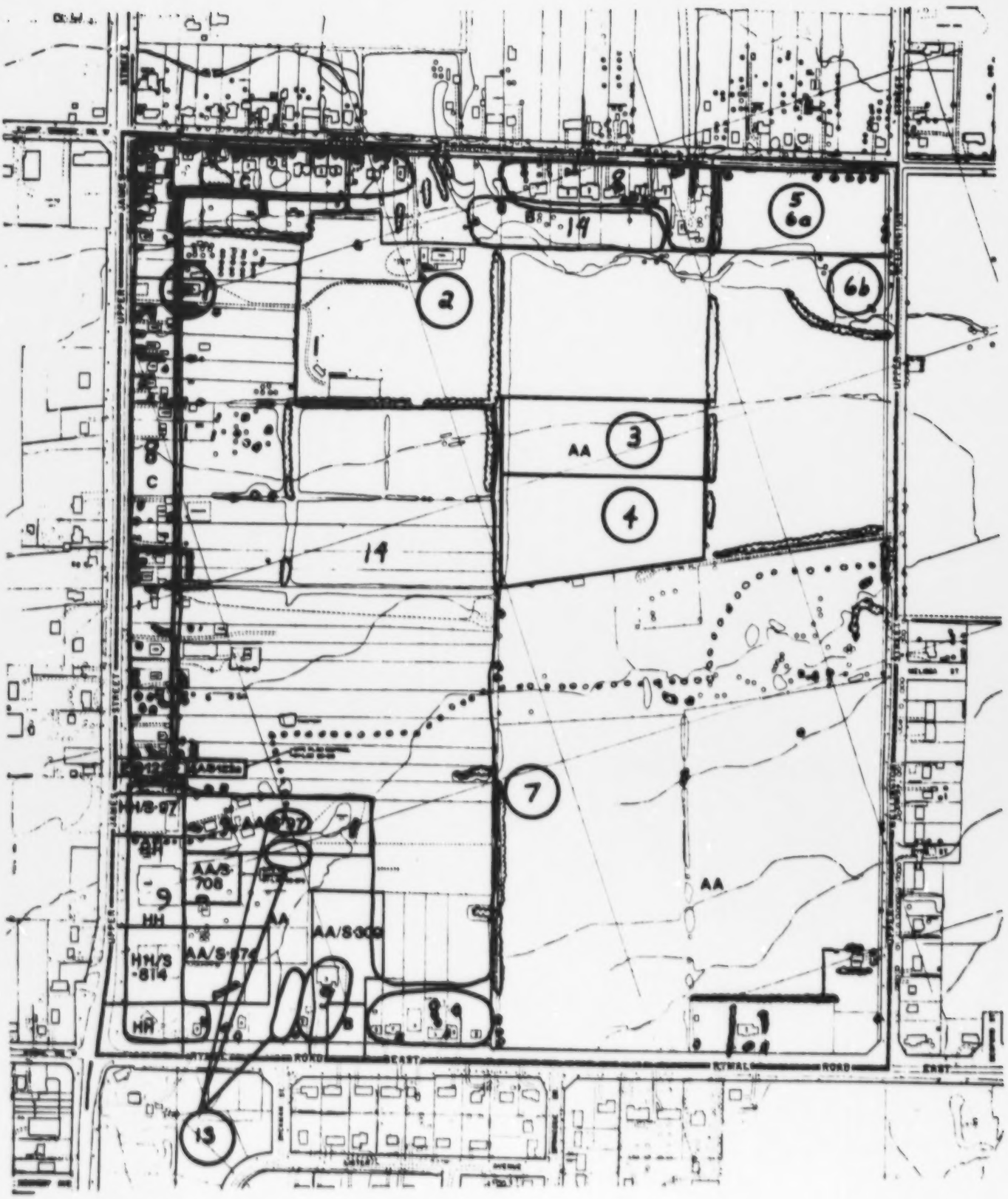
8.2.7 Servicing

The Ryckmans neighbourhood's piped services are expected to follow the road pattern. A right-of-way has already been acquired for a combined storm and sanitary sewer through the neighbourhood's central area. A second sewer alignment will be selected in the near future for the neighbourhood's northeast area.

Provision of water, natural gas, hydro-electricity, garbage collection and private utilities is not expected to be a constraining factor in neighbourhood development.

8.2.8 City of Hamilton Cemetery

The small cemetery located in the west-central area of the neighbourhood is also a constraint to land use planning. Since cemeteries usually are relocated only under the most



LEGEND - CONSTRAINTS

1. Barton Community Centre
2. Barton Community Park
3. City of Hamilton Property
4. Hamilton Board of Education Property
5. Roman Catholic Episcopal Corporation Property
6. Ryckmans Multicentre
   a) Institutional
   b) Attached Housing
7. Olmstead Indian Village
8. Residential Areas
9. Commercial Areas
10. City of Hamilton Cemetery
11. Sewer easements ooooooo
12. Vegetation to be retained
13. Fill
14. Interior portions of residential lots

Source: Hamilton-Wentworth Region Planning Department, 1983

FIGURE 41

extreme circumstances, this cemetery is considered to be a fixed feature of the neighbourhood and other land uses will be planned around it.

Access to the municipal cemetery is presently provided by a municipal right-of-way from Upper James Street. It may be desirable to provide additional or alternative access to the cemetery from the internal road system.

8.2.9 Transportation

Upper James Street and Rymal Road are major north-south and east-west transportation routes in the Hamilton mountain area. Ryckmans neighbourhood and the other neighbourhoods fronting onto these highways should be designed so as to minimize the number of intersections and the number of individual accesses onto these roads.

Traffic noise may also be a constraining factor to residential and other developments along Upper James Street and Rymal Road. Sound buffering or special construction measures may be required to minimize noise pollution in these areas.

8.3 Opportunities

8.3.1 Introduction

Since most of the Ryckmans neighbourhood is undeveloped or developed for low intensity uses, a great many opportunities exist for neighbourhood development. The opportunities for individual land use types are described below.

8.3.2 Residential

Most, if not all, of the existing residences can be retained for continued residential use if desired. As this existing residential stock dates from the 1940-to-1960 period, it will serve as a lower-cost alternative to new housing of comparable size and type.

The existing development pattern also presents opportunities for intensification through resubdivision of residential lots. The interior portions of residential lots can be assembled and resubdivided for a variety of desirable residential uses. In addition, resubdivision of the side yard areas of individual lots or pairs of lots could create the opportunity for residential intensification around the neighbourhood's perimeter.

Residential land use also offers the greatest variety of options for energy conservation. Through the sensitive matching of street alignment, residential types and building forms to land slope orientation and gradient, significant energy savings can be achieved.

Opportunities exist to locate new multiple residences in close proximity to arterial roads to take advantage of existing and potential future transportation and transit facilities.

8.3.3 Commercial

A number of highway commercial uses have developed over the years around the intersection of Upper James Street and Rymal Road in Ryckmans and in the Allison, Kennedy East and Mewburn neighbourhoods. This intersection, known historically as Ryckmans Corners, is an entrance to Hamilton and is one of the focal points of the south mountain area. It may be desirable to intensify the existing commercial uses in this location and to accent its automotive character. Given the importance of this intersection, additional design features such as signing should also be considered.

It is unlikely that neighbourhood commercial facilities in the southeast area would meet the needs of the neighbourhood residents. A small neighbourhood-oriented commercial area may be required in a more central location.

Given the proximity of the Ryckmans neighbourhood to the expanding Mount Hope Airport, it is possible that airport-related uses such as accommodation, transportation and storage may also be appropriate.

8.3.4 Industrial

There are no industrial uses in the neighbourhood at present. The inclusion of one or more compatible industrial uses in the neighbourhood remains a planning possibility at this time.

8.3.5 Barton Community Centre and Park

The Barton Community Centre and Park are important focal points in the Ryckmans neighbourhood and the former Barton Township area. The community centre and park provide an identity for the area and serve as a reminder of its previous rural character. In order to preserve this link to the past, sensitive maintenance and gradual redevelopment of these facilities is necessary. Major changes would be inappropriate.

One of the most important features of the park is the natural border of mature trees around its perimeter. This border should be retained and improved. Pathways have developed informally along and within the tree borders and these should remain undisturbed. Linear recreation opportunities including the extension of these informal paths or construction of formal pathways from the park to connect through to Upper James Street through the community centre property and/or to Upper Wellington Street through

the City property and private lands should also be considered. A pathway along the tree line which extends south from the southeast corner of the park would also be desirable.

An existing low-lying area located on the south side of Stone Church Road in the Barton Community Park could be retained as an educational and playground area.

8.3.6 Olmstead Indian Village

Interpretive and educational opportunities exist at the Olmstead Indian Village site. However, the extent to which these can be developed will not be known until a licenced archaeological investigation is underway. The village area can be retained as passive open space until the jurisdictional and financial arrangements can be made for further research.

8.3.7 City of Hamilton Cemetery

This cemetery is expected to remain a fixed land use for the foreseeable future. It may be desirable to add land to the cemetery area to create a small park for passive recreational uses.

8.3.8 Vegetation

Existing vegetation offers opportunities not only in linear recreation as described above but also in natural buffering and separation of future land uses. There are mature tree lines located along farm field borders and along Stone Church Road and the northern portion of Upper James Street. These trees should be retained wherever possible in order to preserve their amenity value and to help the area to avoid the freshly-bulldozed appearance of a developing subdivision.

8.3.9 Transportation

The neighbourhood's location adjacent to Upper James Street offers several potential advantages for transportation. For example, access to and from Hamilton's downtown area could be enhanced through several measures. These include use of the Barton Community Centre parking lot for daily commuter parking and possible establishment of an express bus route from the southern mountain area to downtown.

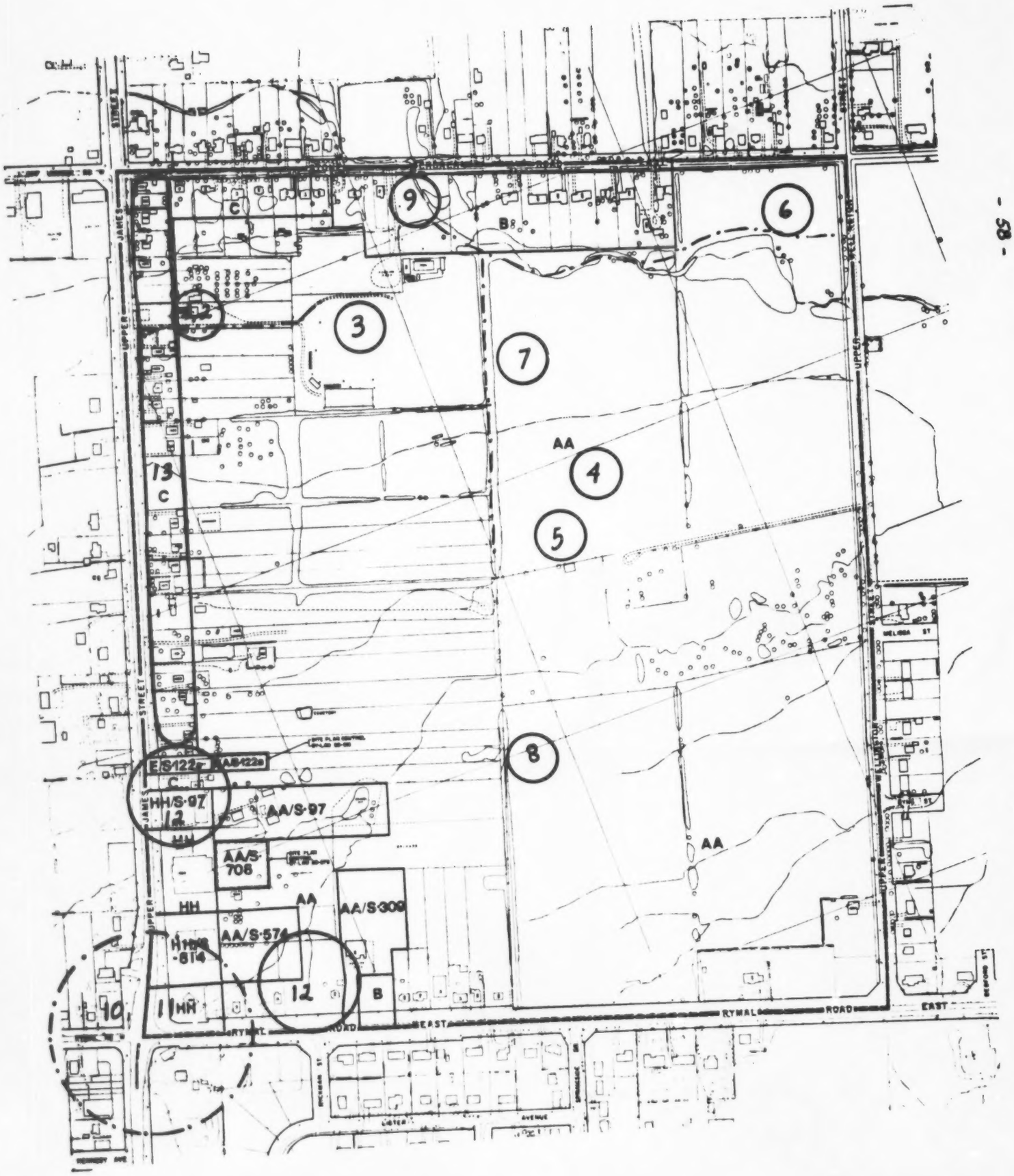


FIGURE 42

LEGEND - OPPORTUNITIES

1. Barton Community Centre
2. Commuter parking
3. Barton Community Park
4. City of Hamilton Property
5. Hamilton Board of Education Property
6. Roman Catholic Episcopal Corporation Property
7. Pedestrian / Bicycle Paths ·—·
8. Olmstead Indian Village
9. Wetland Area
10. Automotive Commercial Area
11. "Entrance to Hamilton" Focal Point
12. Highway Commercial Area
13. Mixed Use Commercial / Residential Area

Source: Hamilton-Wentworth Region Planning Department, 1983.

8.4 Future Planning Stages

This Background Report has identified opportunities and constraints in planning the Ryckmans neighbourhood. The information presented in the Report will serve as a basis for the preparation of the Ryckmans Neighbourhood Plan. A description of the planning steps to be taken in preparation of the Plan is presented below.

First, City and Regional Departments will review the completed Background Report. Based on their comments and on the opportunities and constraints which have been identified, staff will proceed to formulate planning goals and objectives for the Ryckmans neighbourhood. Alternative plans and specific policies and proposals will then be developed. The preferred alternatives will be selected and circulated to City and Regional Departments for their comments. These alternatives will then be refined into a Neighbourhood Plan.

Staff will request the Planning and Development Committee to authorize a public meeting where the Plan can be presented to neighbourhood citizens. The public will be invited to submit written comments on the Plan. Staff will prepare a final report on the Plan and the written submissions and present it to the Planning and Development Committee. Once approved by the Committee, the Neighbourhood Plan will be forwarded to City Council for adoption.

The final plan will be implemented through a combination of official plan and zoning by-law amendments and site plan controls as required. Completion of the plan will also permit installation of public and private utilities and infrastructure.

POOR

QUALITY

ORIGINAL